

VIA MARSEILLES.]

The London and China Telegraph.

PUBLISHED WEEKLY ON ARRIVAL OF THE P. & O. MESSAGERIES AND PACIFIC MAILS FROM CHINA, JAPAN, STRAITS SETTLEMENTS, &c

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A WEEKLY SUMMARY FOR THE OUTWARD MAILS.

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OFFICE OF THIS PAPER.
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We have appointed MR. RUDOLPH MOSSE, 89, Neuerwall,
Hamburg, our Agent in Germany for Advertisements.

Latest Advices.

Ports	OUTWARD.		HOMEWARD.
	From London.	Arrived out.	Received Sept. 15.
JAPAN—Yokohama	June 11	July 24	July 28
Yedo	—	—	—
Osaka and Hiogo	May 28	" 15	" 24
Nagasaki	—	—	" 22
CHINA—Peking	—	—	" 20
Tien-tsin	—	—	" 24
Chefoo	—	—	" 25
New-chwang	—	—	" 28
Hankow	—	—	" 28
Kin-kiang	—	—	" 27
Chin-kiang	—	—	" 28
Shanghai	June 18	" 30	" 31
Ningpo	—	—	" 28
Poochow	" 18	" 30	Aug. 1
Formosa	—	—	July 22
Amoy	—	—	Aug. 2
Swatow	—	—	" 3
Hong Kong	" 25	" 29	" 7
Canton	—	—	" 5
Macao	—	—	" 6
PHILIPPINES—	—	—	—
Manila	" 18	" 24	" 2
COCHIN-CHINA	—	—	—
Saigon	July 2	Aug. 4	" 13
SIAM—Bangkok	—	—	" 7
BORNEO—	—	—	—
Labuan	—	—	" 4
Sarawak	—	—	" 6
JAVA—Batavia	" 3	" 3	" 11
Samarang	—	—	" 9
Sourabaya	—	—	" 7
MALACCA STRAITS—	—	—	—
Singapore	" 9	" 8	" 14
Penang	" 9	" 6	" 10
CEYLON—	—	—	—
Galle	" 30	" 21	" 21
Colombo	" 23	" 13	" 19

THE MAILS, &c.

The French mail, bringing the above advices, was delivered, via Marseilles, on the 15th inst., being five days early. The next inward (P. and O.) mail, with a week's later advices, viz. Yokohama 4th, Shanghai 8th, Hong Kong 14th, Singapore 22nd Aug., which is due, via Brindisi, on Monday next, the 27th inst., left Galle on the 1st inst., one day in advance of its due date.

List of Passengers.

PASSENGERS INWARD.

By this mail to Marseilles, per Messageries Maritimes steamer *Iraouaddy*, arrived Sept. 14.—From Yokohama: Messrs. Fourcade, Fortan, Candelier. From Shanghai: Messrs. Gay, Findlay, Hodgson, Kier, Bremner, Cardrick, Mrs. Gepper. From Hong Kong: Mr. Gombard, Mr. Solomon, Mr. Lemann, Mr. and Mrs. de la Forest. From Batavia: Messrs. Van Arnix, De Bruin, Schelta, Van Hoven, Van Veirdin, Leyds, Mrs. Bloghis. From Singapore: Mr. and Mrs. Shield, Messrs. Steere, Judd, James, Duckinger, Horn, Tommasinelli, Yermanu, Rappolt, Augard, Monin. From Galle: Mr. Hughes, Mr. Turner.

PASSENGERS OUTWARD.

Per P. and O. steamer *Poonah*, from Southampton, Sept. 23.—To Yokohama: Miss A. Hoare, Miss M. A. Cattell, Mr. and Mrs. T. Willcox. To Shanghai: Rev. and Mrs. R. Palmer, Mrs. Bryant and party. To Singapore: Mrs. Surwongse, Capt. and Mrs. Worsley. To Ceylon: Mr. L. Young, Mr. J. Cowie. To Suez: Mr. J. B. Elmalie.

Per P. and O. steamer *Baroda*, from Brindisi, Oct. 4.—To Singapore: Miss M. H. Jones. To Ceylon: Capt. H. W. King.
Per P. and O. steamer *Hydaspes*, from Southampton, Oct. 7.—To Yokohama: Mrs. Goodall. To Shanghai: Mrs. Clark, Rev. J. Hoare. To Hong Kong: Sub. Lieut. H. C. Savage. To Singapore: Mr. and Mrs. Griffin. To Ceylon: Mr. R. S. Fraser, Mr. A. M. White, Mrs. Skinner, Mr. F. D. Watson, Mr. E. B. S. Mercer.
Per P. and O. steamer *Malla*, from Brindisi, Oct. 18.—To Ceylon: Mr. F. H. Izard.
Per P. and O. steamer *Gaulier*, from Southampton, Oct. 19.—To Yokohama (via Bombay): Capt. Saunders, Marquis of Kildare.
Per P. and O. steamer *Pekia*, from Southampton, Oct. 21.—To Yokohama: Rev. and Mrs. J. Bates, Mr. C. G. Dunlop. To Ceylon: Mr. C. W. Jebb, Miss Jebb, Mr. C. H. Cameron, Mr. and Mrs. H. H. Cameron, Miss M. Cloystown, Miss E. O. Wignion.

Per French steamer *Hoogly*, from Marseilles, Sept. 26.—To Shanghai: Mr. and Mrs. Vardel, Mr. Leegardier, Mr. Aubry, Mr. Schetter, Mr. and Mrs. Peters, Mr. Vachel. To Hong Kong: Mr. Everard, Mr. and Mrs. Daac. To Saigon: Mr. Mace, Mr. Ch. Cany, Mr. D. Doyle and four Missionaries. To Batavia: Mr. Weusman. To Singapore: Mr. and Mrs. A. Breker, Mr. Thomas, Mr. Francis Drake.
Per French steamer *Iraouaddy*, from Marseilles, Oct. 10.—To Shanghai: Mr. R. H. Artindale, Mr. Edward Meyer. To Singapore: Mr. and Mrs. Goldie, Mrs. Spooner, Mrs. K. B. Spooner, Mr. C. W. Groskamp, Mr. A. van Delden.
Per French steamer *Sindh*, from Marseilles, Oct. 24.—To Yokohama: Mrs. Watanabe, Mrs. Nakasima. To Shanghai: Mr. Laing. To Galle: Mr. F. Vex.
Per French steamer *Meikong*, from Marseilles, Nov. 7.—To Singapore: Mrs. Harvey Capt. and Mrs. Ross, Mr. John Ross, Mr. and Mrs. Adamson and child.

Summary of News from the Far East.

JAPAN.

Our advices from the Japan Ports by the present mail are only three days later than those received by the Pacific mail on the 6th inst., and published in our last issue. There are no important items of news. The steamer *Gaelic*, from Yokohama 14th August, arrived at San Francisco on the 3rd inst., and the subjoined summary of her advices has been telegraphed to New York:—

There has been a heavy typhoon in the China Sea. Several vessels were wrecked. The *Gaelic* suffered some damage, and Chief Officer Ritchie and a seaman named Patterson were washed overboard and drowned. Owing to a rainfall of 7½ inches within a few days, great damage is announced in the central provinces of Japan, farms being flooded, houses and bridges demolished, and upwards of \$2,000,000 in produce destroyed. There were also a great many lives lost.

Official notice has been received by the Japanese Foreign-office of the appointment of Chinese diplomatic agents to reside in Yedo.

CHINA.

PEKING AND TIENTSIN.

The Tientsin correspondent of the *North China Herald* writes as follows:—

In the *Peking Gazette* of the 14th July there is an edict announcing that the 12th day of August will be the birthday of the Empress Dowager (not the mother of the late Emperor) Tszeg-an-twan-yu Kangking; and that on the present occasion, owing to the death of the late Emperor this year, certain ceremonies will be dispensed with. Further on there is a memorial from Lew Tse-heen, the Fantai of the province of Honan, to the Imperial Regents, reporting the death of Tseen Ting-ming, the Governor of Honan, on the 24th day of June, and speaking of the deceased in the very highest terms.

In the *Gazette* of the 15th July, there is an edict in reply to a memorial from Shen Paou-chen, the newly appointed Governor-General at Nanking and High Commissioner for Foreign Affairs in the South, who had spoken of his fitness for office and of his abilities in depreciatory terms,—telling him that the Throne considered him an able official and commanded him to come to Peking as speedily as possible to have audiences. We shall in due course see him arrive in a steamer on his way to the metropolis.—Further on, there is a memorial from Li-Hung-Chang, advocating the re-establishment of Seaou She-pun as magistrate

(Chehsien) at Tientsin. He held office here three years ago as acting magistrate, but owing to the death of his mother he ceased holding office. He is a native of the province of Szechuen, has the literary degree of Tsinsze, and is considered an able official by the Tientsinese.

The arrival of the yearly Southern junks, which come from the provinces of Kwang-tung and Fukkien, and which will be moored as usual off the town of Kokoo, situated about half-way between Tientsin and Taku, is apparently soon expected; as the Customs Taoutai, Lee Chaou-tang, has already notified the Consuls of the port of their early appearance, and of their increased number this year; and he has, therefore, requested that they will give the masters of vessels belonging to their respective countries orders to observe strictly the regulations regarding the navigation of the river at Kokoo, in order to avoid running into and damaging the junks in question.

A few days back, Mr. Waeber, Acting-Consul-General for Russia at Tientsin, notified the Foreign public that the post of Consulate-General of Russia in China, which had hitherto been established at Tientsin, had been removed to Shanghai; and that he himself had been appointed Consul for Russia at Tientsin. Owing to a great quantity of the teas for Russia proper, and all the teas for Siberia, passing through Tientsin, the post of Consul for Russia at this port is a very important one; and an able functionary is required to fill it, in order to protect Russian interests.

A great deal of rain has lately fallen in this region, almost daily; and I have been told by a traveller who came down from Peking three days ago, that in some parts the road was over four feet deep in water; and, of course, the surrounding country is also covered. The crops, where not under water, are looking remarkably well, and promise a good harvest in due time.

SHANGHAI.

The present mail brings advices from this port to the 31st July; the French mail from London June 18 was received on the 30th July. The following summary of news is from the *North China Herald*:-

The steamer *Fusiyama* is on shore at Hen Point. She sprang a leak on her way down from Hankow, and was beached at once, to save as much of the cargo of tea, &c., as possible. We hear that the leak was first discovered while the *Fusiyama* was stopping off Nganking. Finding it was serious, Captain West at once started for a part of the river where the banks were sufficiently shallow to enable him to beach her—the water about Nganking being uniformly deep. The water gained on him so fast, however, that he did not venture farther than Hen Point, near which he put her ashore. It is surmised that the leak must have been caused by her striking something which knocked a hole in her bottom; but not sufficient cargo had been yet got out of her when the *Fychow* left, to disclose the damage. Hopes are entertained that it will be possible to repair the injury and to float her, but the prospect is of course quite uncertain till it can be discovered what the damage is. The *Fychow* has brought down 4,000 packages of undamaged tea from her.

The Engineer in Chief notifies that a Lighthouse has been erected N. 72½ degrees E. from the Woosung Lighthouse, and 400 feet to the N. 27½ degrees W. of the *Lismore* wreck, on the Port side of the Channel at the entrance to the Woosung River. The Light was exhibited for the first time at sunset on the 22nd July. The illuminating apparatus is fixed dioptric, of the sixth order, showing a red light visible all round. The light is elevated thirty feet above high-water mark, and, in clear weather should be visible at a distance of five nautical miles. The tower consists of four wrought-iron screw piles supporting a dwelling-room surmounted by the Light, and it is erected in about eleven feet of water at low water. The piles and bracing are painted black and the dwelling-room white. The Ningpo Guild have in consequence discontinued the light-junk recently used to mark the *Lismore* wreck.—It is also notified that the red sector of light formerly shown on the Port side of the Channel from the Woosung Lighthouse has been replaced by a white one.

A good deal of irritation has been caused by the passage of a body of Chinese soldiers, 1,900 in number, through the Settlement. They came from Takao, in Formosa, in which island they had formed part of the force sent to reduce the aborigines. On landing they were formed up in the usual Chinese order of marching, the van led by a number of banner-bearers, the banners being furled round the pole, and carried in awkward fashion. The soldiers were accompanied by a multitude of coolies, conveying pots and kettles, bedding, &c. On debouching into the Hongkew road they swarmed all across it, and obstructed the traffic so completely that both drivers and pedestrians were obliged to draw to the side and wait till they passed. In addition to the annoyance thus caused, some of the men yelled and made grimaces at every foreigner they saw; whilst others amused themselves by pushing the poles of their pikes and flags against ponies' heads or legs, or, swinging the poles round just over the heads of pedestrians, caused them to duck to avoid a blow, a movement that excited yells and laughter, not only from the soldiery but also from the resident Chinese crowding the thoroughfare. On near-

ing the English Settlement the troops marched in a more orderly and quiet manner—at least we have heard of no misconduct on the Bund—but after crossing the Yang-king-pang, their rowdiness showed itself in further insults, and in one instance positive outrage. A lady and gentleman were driving along the French Bund, and meeting the rabble, endeavoured to avoid them as much as possible by giving up the road to them. Two of the ruffians nevertheless deliberately lowered their poles, and struck both the lady and gentleman! One blow fell on the gentleman's temple and also knocked off the lady's bonnet; the other blow took effect on the lady's face, and was of such force as to cause a very severe bruise. This brutal conduct, we are told, received the applause of all the Chinese who saw it; the march out of the Settlement being thus marked with the same gross misconduct that distinguished its commencement. The men were en route for Kiangnan Arsenal; so why they were landed in Hongkew it is difficult to say. Some of them seemed to be suffering from disease, and could hardly keep up with their more robust comrades; and others, still worse, were obliged to be conveyed on wheelbarrows. Three of the poor wretches died alongside the wharf, the bodies being taken away, we are informed, in sampans. The arms carried by the men were of the most miscellaneous description,—rifles, spears, tridents, pikes, swords, &c.,—all apparently in wretched condition from rust and dirt.

During the excitement consequent on the passage of the soldiery, some Chinese who were engaged firing tea in the store of Chingpah by means of small earthenware firepots left their work and ran outside. In their absence the room took fire, and was soon filled with smoke. An alarm was raised, and a messenger despatched to the Hongkew Police Station. Sergeant Skinner hurried to the place with an extingisher, and in a few moments succeeded in putting out the fire. But for the promptitude displayed, the store would have soon been in a blaze, the firing-pots being closely surrounded with mat-baskets. As it was little damage was done.

If the new O. and O. Steamship Company keep up the time made by the *Oceanic* on her first voyage between China and San Francisco, the route to England will actually be shorter than by the Red Sea. Say:—

Shanghai to Yokohama	...	...	7 days
Yokohama to San Francisco	...	...	15 "
San Francisco to New York	...	...	7 "
New York to Liverpool	...	...	9 "

Total ... 88 days

from Shanghai to Liverpool; whereas the P. and O. and M.M. deliver their mails in London in forty-five days. The given figures for the American route depend of course on travelling night and day across the Continent, and exactly catching a Liverpool steamer on the other side. Still there is a week to play with.

A meeting of the Committee of the Polytechnic Institution has been held. Correspondence was entered into regarding articles sent for exhibition. A letter was read reporting the formation of a kindred institution at Amoy, and the Committee expressed a willingness to co-operate; Mr. Wylie only objecting, on the ground that it is proposed to exclude religious works of a proselytising character. Steps are to be taken to procure books for the Shanghai Institution forthwith. The land on which the house is to be erected has been paid for, and building will commence forthwith—to cost Tls. 2,960 and to be completed in three months.

A meeting of shareholders in the Racket Club was held on the 30th July. The accounts, showing a profit on the half-year's working of Tls. 505.51, were passed. The front and back walls are to be faced with Nagasaki stones, and the east court is to be laid with cement forthwith. A four-handed handicap is to be held in the autumn, instead of pairs, as hitherto. The number of shares to be held by any one member is restricted to five. A set of lawn tennis is to be got out from England, and erected on the smaller green at the back of the courts.

Nothing of importance seems to have come before the French Municipal Council on the 13th July.—Certain jinriksha proprietors have appealed against a rule that the width of their vehicles shall not exceed 50 in., and time has been given them till the 1st November to reduce those which show an excess. The rule is a very necessary one, and the extension of time is a fully sufficient indulgence. The Chinaman's only consideration would be the greatest number of fares he could crowd into his vehicle, with utter disregard of consequent unwieldiness and possible collisions.—Tls. 200 has been fixed by arbitration as a fair payment for a strip of land surrendered by M. Grenot to widen the Rue du Consulat.—The question has been mooted of restricting brothels within certain specified limits; the Inspector and the Chief of the Police have been requested to report upon the subject.

We are glad to learn that the Lyceum Theatre is again able to pay 8 per cent. interest this year to scripholders. The A.D.C. season has not been quite so remunerative as the last, but it has enabled it to pay sufficient rent to cover the amount of the dividend. The report of the trustees mentions that the Theatre-road has been raised and drained, and the theatre itself deco-

rated (in part) during the year. A small triangular strip of land at the back of the theatre was sold to the Municipal Council for the purpose of widening the road at that point, and the price obtained for it covered the cost of the improvements to the Theatre-road.

Chen, the Magistrate of the Mixed Court, has been appointed to the staff of Li Hanohang. Chang, the magistrate who sits in the French Mixed Court, is to take his place in the Maloo. Chen has vacated his quarters in the Maloo and removed into the City preparatory we presume to taking up his new appointment.

Our readers will be glad to hear that arrangements for making a tramway to Woosung have been completed. Only Tls. 15,000 are required to make up the required capital. Applications for shares are to be made to Messrs. Jardine, Matheson and Co., who are acting as Secretaries in China.

It is gratifying, as times get gradually worse, to find the appliances for making life tolerable increase. A few years ago not one man in ten could have found his way to "Hell." It was a remote spot in the country, somewhere on the Honkew side, which only some few venturesome pedestrians knew of. Gradually a driving road has been extended to the neighbourhood. Then a restaurant was put up near by; then a swimming bath was opened; and now we have it notified that a bus will be run regularly from Shanghai, to give people an opportunity of enjoying a morning or evening bath. By-and-bye we are to have a tramway to Woosung; and then, we presume, an Imperial Hotel for the benefit of Shanghai visitors will be erected there.

A curious rumour has been current that Mr. Hart had resigned the Inspector-Generalship of Customs, and that Chunghow had been appointed in his stead. We mention it as we have heard it talked of, without the least idea whether it is true or a rank canard.

The Municipal Council have named the following new roads:—That leading from Kiangsi to Honan-road, between Foochow and Canton roads, "Siking" road; and that from Chekiang-road to the bridge crossing the Defence Creek at Sinza, "Chefoo" road.

The Supreme Court vacation is advertised to commence on the 2nd August, and terminate on the 2nd October.

We hear that the steamer *Europe* is bringing down thirty donkeys, bought in the North by Japan speculators, who hope, apparently, that some of the furore which has been lately expended on rabbits will be devoted to these animals.

H.B.M.'s gun-vessel *Kestrel* arrived at Shanghai on the 26th July; she will coal here, and then proceed to Chefoo.

The subjoined additional items of intelligence are from the *Celestial Empire*:—

The Chinese Government have at length decided to send consular or diplomatic representatives to European countries, and the execution of their scheme is looked forward to with much interest. We learn that the editor of the *Wan Kwo Kang Pau* has just received from his Chinese correspondent at Peking the advance sheets of an abstract of all the memorials on this and other foreign subjects recently sent up by the respective Governors-General and Governors of the several coast and river provinces. The abstract is being published at the Tsung-li Yamen, printed at the new foreign press, and is intended for distribution to all the high officers of Government throughout the country. It contains a summary of all the suggestions as to the appointment of Ministers and Consuls to Japan and the West, the recognition and adoption of foreign learning, &c., also of the memorial of Prince Li and the Tsung-li Yamen recommending the adoption by Government of the various suggestions of the high provincial officers. From the number (nine) and unanimity of the several memorials it is to be inferred that the Government submitted the subjects of which they treat to the respective memorialists for their opinions. It is evident that China is slowly becoming conscious of her situation, and ere long considerable changes may be expected in her policy, both as respects her domestic and foreign relations.

It is stated that—it having been considered that the Che-hsien of Kwen-shan was either proceeding in his researches with regard to the attack on Mr. Cooper with a slowness that savoured of impudence, or was simply ignoring the matter altogether—Mr. A. Davenport, H.M.'s Vice-Consul, acting with a vigour refreshing to witness, has found it necessary to inform the Taoutai that he would forthwith proceed to Soochow, see the Fautai, and negotiate for the dismissal of the faineant Che-hsien, in order to the substitution of a magistrate who would move quicker in the task of obtaining the justice already too tardy. The Taoutai, naturally alarmed at this proof of determination, when perhaps he fondly deemed the affair had gone to sleep, despatched Chen in a great hurry to the Consulate, to entreat Mr. Davenport to pause, and not immediately carry out his threat. We understand that Chen personally pledged himself that the matter should be properly settled before he left for Yunnan.

We have been furnished with some particulars of the official trial trip of a new double-screw iron steam yacht, built at the Kiangnan Arsenal for the Futai of this province. Her dimensions are as follows:—Length between perpendiculars 60 feet, beam moulded 12 feet 2 inches, depth from deck 5 feet 2 inches.

Each screw is worked by a separate engine, and working pressure of steam 100 lbs. per square inch. This boat is similar to the one that was sent to Tientsin late last year, which was built and engined by Chinese workmen, from the designs of Mr. John Rolls, and is now used by H.E. Li Hung-chang. The performance of the new boat gave the greatest satisfaction to the Chinese officials in charge of the steamer, who were on board; and they expressed delight at the high speed obtained, estimated, from known landmarks, to be forty li per hour, or nearly fourteen miles. She is considered by nautical men to be a very handsome model.

On the night of the 26th July a murder was committed in the French Concession, a little way beyond the central police station. The murder was, it seems, committed by a son-in-law on his wife's father, and the criminal being at once seized, was sent to the police-station for the night. Next morning the Che-hsien came to the spot, and held an inquest on the body, which ended in the murderer being sent into the city. There can be no doubt that he will suffer immediate decapitation, that is, as soon as the fact has been communicated to the Futai.

Among the passengers that arrived by the French mail steamer *Poilo* are Signor and Signora Palmieri and Signorina Alice Persiani. The hopes of all in Shanghai who delight in good music have been greatly excited by the accounts of the success which has attended the exertions of these talented travellers in Hong Kong; and we hope that it will not be long before the community has an opportunity of judging of the excellence with which the southern papers have so long aroused our envy.

His Excellency T. F. Wade, C.B., was a passenger for Tientsin in the *Chihli*, which cleared on the 27th July.

The steamer *Guelic*, arrived at San Francisco, brings later dates than the present mail, viz., to the 6th August, and the subjoined items of news have been telegraphed to New York:—

The declarations of the Chinese authorities respecting the Formosa savages now prove to be empty threats. The troops refuse to follow the aborigines into the heart of the island, and have revolted by regiments. The savages remain masters of the situation, and Chinese military operations have been suspended. A party of returned soldiers from Formosa, soon after landing at Foochow, assaulted an American lady and gentleman with great violence, severely bruising both. An investigation into the affair is being made by the United States' Consul.

The Chinese Government is preparing to send diplomatic representatives to the leading Western nations. According to report they will be preceded by a roving mission, similar to the late Mr. Burlingame's, under Mr. Hart, Inspector of Customs.

Much attention has been attracted by the refusal of Li-Hung-Chang, Viceroy of Chi-li, to allow Mr. Elmore, the Peruvian Charge d'Affaires, to proceed to Peking for the purpose of ratifying the Treaty. The Viceroy demands guarantees for the good treatment of the Chinese in Peru, which Elmore is not prepared to give, declaring them unnecessary. The Viceroy announces that Elmore shall not be permitted to leave Tientsin until such pledges are given. It is commonly understood that this resistance is in consequence of Russia's arbitration against Peru, and in favour of Japan, in the coolie question."

FOOCHOW.

Our advices from this port by the present mail extend to the 1st August.

We have received a copy of the Fourth Report of the Foochow Medical Missionary Hospital, which is under the conduction and care of Dr. Osgood. The institution is in a highly flourishing condition, as will be seen from the fact that the past year's voluntary subscriptions amount to \$1,177, which, after paying all the expenses, leaves a balance of \$8,16.80, "which" to quote the report, "will nearly suffice for the work during the coming year's." It is not alone, however, in a pecuniary view, that the hospital sustains its success, for its efforts towards the cure of disease have met with increased attention from suffering patients. During the year 1874-5, ending 30th June, 8,253 patients were treated, and no less a number than 31,988 have received foreign medical treatment since the opening of the establishment. Only two deaths have taken place during the past year, and the report gives some interesting accounts of the various cases which came before the doctors. In looking over the subscription list we notice the usual liberality so characteristic of foreigners resident in China, and are particularly struck with the meagre donations given by the Chinese, compradores and the like giving only from \$10 to \$2. A bank compradore cheerfully gives \$2; according to our knowledge of compradore incomes, either the compradores in question must be very mean, or else the bank must have little bullion passing through its hands. But, considering that the institution is for the good of the Chinese, the well-to-do-native—whose name is legion—might show a kindlier purse in matters of subscriptions.

The subjoined items of intelligence from this port are taken from the *Foochow Herald*:—

We learn of an attack having been made up-country upon Mr. Boysen, of the Great Northern Telegraph Company's staff, under the following circumstances. It will be recollected that a portion of the wire stolen by the mob during the riots about five months ago was subsequently recovered, and lodged by the mandarins in a native house at Hungkow—twenty miles from this place. A few days ago the authorities wrote to the Com-

pany's Agent, requesting him to take delivery of the property, and to this end a mandarin was deputed to meet Messrs. Boysen and Mullensteth at Hungkow, there to inspect the material, in conjunction with those gentlemen, and finally hand it over to the Company in Foochow. The man, however, to whom the house belonged, and who, by the way, had himself stolen a portion of the property which at first he refused to give up, but ultimately surrendered—now came forward with a claim for \$70, as a set-off; this was promptly refused by both the mandarin and Mr. Boysen. The mandarin then departed, but on Mr. Boysen attempting to leave for Foochow he was stopped by the mob, by whom he was compelled to deliver up all the money in his possession (about \$9). Mr. Boysen was then taken into a Chinese house, where close watch was kept upon him, and where he was detained for some time as a hostage. Meanwhile, Mr. Mullensteth had given the alarm, and on the appearance of the village elders Mr. Boysen was liberated. The mandarins have, we understand, promised to take up the matter.

The Imperial College of Torpedo Engineers was duly opened on the 13th July by the Fantai. H. E. inspected the school and the arrangements carried out by Mr. Betts for the domiciliary and culinary departments of the students. A complete assortment of torpedo and telegraph apparatus, and stores, exactly similar to those used by the Royal Engineers at the "School of Submarine Mining," Chatham, will arrive in about two weeks, when we may expect to see some evidences of the awakening of the Chinese Authorities to the destructive value of these engines of modern warfare. The students, twenty in number (several of whom have been pupils at the Pagoda Arsenal), are intelligent young men, and will no doubt, in the course of study, extending over three years, obtain a considerable knowledge of this "diabolical" science. His Excellency expressed himself as very much pleased with the general arrangements, and adjourned to a champagne breakfast in Mr. Betts's private rooms, where success to the College was drunk in thorough English fashion.

We understand that the local authorities have issued a proclamation forbidding the illegal combination of coolies engaged in shipping off teas from the foreign hongas. Nearly all these men, we believe, belong to guilds; they portion off the foreign settlement into districts, and will not permit outsiders to work therein. In one of these districts the coolies struck for double wages, at the commencement of the present Tea season; a demand which was foolishly, we think, acceded to. A very short time elapsed, and the same body of men again struck for higher pay; on the second occasion; however, they were not quite so successful; representations were made to the authorities, and the men were compelled to fall back upon the old rate of pay. In England a strike could not be so easily settled, but there more might be said in favour of the men, who are, as a rule, unable to subsist upon their wages; while in this country, the coolie is not only able to maintain himself and family in a style adapted to the climate, but is also enabled to save money from his pay.

A very considerable time has now elapsed since Mr. Blacklock, a tide-waiter in the Customs' service at Pagoda Anchorage, was murdered by a gang of Chinese smugglers, while in the execution of his duty. If, however, there is any truth in the rumours that have reached us, no punishment has as yet been inflicted upon the murderers, nor has any earnest effort been made to bring them to task. The Chinese authorities may be utterly indifferent in the matter; but surely that is no reason why they should not be brought to a sense of their official duty. We have lately learnt, on excellent authority, that the Min Magistrate proceeded to the village some time ago, for the purpose of investigating the case, that he was treated somewhat defiantly by the villagers, who refused to give up the smugglers—although it was well known where they were to be found; that on the magistrate representing that he dare not return to Foochow without prisoners, three wretched men were induced, by the payment of sums of money to their respective families, to personate the actual criminals; and that this worthy trio (who had about as much to do with the murder as the King of the Cannibal Islands) are—if yet alive—being paraded as examples of the judicial honesty, energy, and purity of a paternal government.

The statement in our last issue that the "Provincial Government shortly expected an ironclad man-of-war from Europe," was a little wide of the mark. We have since been informed that the local authorities have ordered from England two gun vessels built on the new "Coast defence" principle—as adopted by the British Government. Each vessel will be armed with one 18-ton gun (muzzle loading), throwing a 450 lb. shot. They are short, handy craft, perfectly sea-worthy, though drawing only about six feet of water—a draught that will admit of their coming up to Foochow at almost any state of the tide. The vessels are expected here in October next, and will be under foreign command.

The second mate of the British schooner *Empress of China* has been tried at the British Vice Consulate, Pagoda Anchorage, on a charge of theft, and sentenced to fourteen days' imprisonment and a fine of £10. There were two other charges against him—piracy and assault—but these were, we understand, abandoned by the captain.

As the steamer *Sea Gull*, was entering the port her chief officer fell overboard, and, notwithstanding every effort to save him,

was unfortunately drowned. It is supposed that the deceased's head was struck by the propeller of the vessel, and thereby stunned, as he did not remain above water more than three minutes.

We understand that the s.s. *Flamingo* is at present under charter to the Provincial Government, for the purpose of conveying troops and military stores hence to Formosa. She has already made several trips across to Tai Wan fu, and will probably leave again in a few days.

We believe that Captain Tracey, R.N., will shortly take the Chinese corvette *Yang Woo* to sea, for a cruise to Japan, the Australian colonies, and, possibly, to Europe.

On the 2nd July a large junk was totally wrecked by the heavy sea on the Takao bar, and a number of lives were lost.

A new vessel (No. 17) is now in rapid course of construction at the Pagoda Arsenal.

H.M.S. *Hornet* will shortly leave for Tamsui and Keelung.

HONG KONG.

Our advices by the present mail extend to the 7th August; no later mail from London had been received. The following items of intelligence are from the *Hong Kong Daily Press* :—

In the Supreme Court Mr. Justice Snowden has been engaged in hearing a suit brought by Captain James, of the steamer *Scotland*, against Leong Ayon, a well-known native ship charterer in the Colony, for the recovery of \$903.22. The defendant chartered the steamer for three months on the 9th April, to take passengers to Cooktown, at \$14,000 a month. The question at issue was that the ship was not delivered up to the agents until some two days after the expiration of the charter, and the claim was therefore *pro rata* for freight for these two days. Mr. Toller appeared for the plaintiff, and Mr. Brereton for the defendant. The evidence was concluded yesterday, but the argument was continued to-day. Mr. Toller observed that the notice of the expiration of the charter was not given till two days afterwards. He relied on a clause in the charter-party. Mr. Brereton contended that no notice was necessary, that the steamer was at the plaintiff's disposal within the three months of concluding the charter-party. He admitted that the ship was only retained from midnight till six o'clock on the morning of the 9th July, urging that the charter expired at midnight on the 8th, and it was only reasonable to expect the vessel to be delivered up on the day following. The defendant paid the large amount of \$42,000 for three months, and it was unfair to ask him to pay for a few hours' delay. Mr. Toller replied, relying upon the 7th clause of the agreement. The real issue was whether the period of three months had been exceeded or not. He based the claim for the second day's detention on the fact of the defendant's flying his flag on board that day, and notice of giving up possession was also served on that day. With regard to the first day, the vessel was in the actual possession of the defendant. After hearing all the arguments, his Honour gave judgment for the plaintiff for a sum *pro rata* for the use of the ship for one day, stating that he should not have given costs had not the defendant persisted in attempting to prove that the cargo was entirely discharged on the 8th July by midnight. As the contrary was the case, he allowed costs in proportion to the amount recovered. Judgment was therefore for plaintiff for \$456.50, and costs in proportion.

The bankruptcy case of Messrs. E. Norton and R. Lyall has also been brought before the Court, when Mr. Toller applied for the annulment of their bankruptcy. He stated that above the release of judgment of this Court against Messrs. Norton and Lyall, by Mr. Malcolmson, there was a sum of about £4,000 coming to the bankrupts. The amount awarded to bankrupts in their claim against him was over £6,000 besides about £1,000 costs, the total amount of judgment in their favour being £7,000. Mr. Malcolmson's claim against them was about £3,000, and they were thus the gainers, as he had already said, of about £4,000, and with that they had been enabled to pay their creditors in full. His lordship remarked that the bankrupts had been very fortunate in results, but most unfortunate in what had happened. It was the hardest case he had ever known in his life. Mr. Toller said that every creditor both here and elsewhere had been paid in full. His lordship hoped a very handsome present would be made to the firm for what they had done. It was very much to their credit. He thought that when men were driven into bankruptcy in the way these two men were, and the result turned out as it was, it was only right that they should receive the highest testimonial that the Court could give them. His lordship then asked Mr. Toller to furnish him with a statement of how much money had been received by bankrupts, how much had been paid, and how much they had left. He said he would let the case stand over for this to be done. He congratulated Mr. Lyall (who was in Court), and through him Mr. Norton.

The steamer *Leonor* has been taken round the island on a trial trip. It will be remembered that the *Leonor* and the *Albay* sank close to the Praya in the typhoon of September last. After lying under water for about three months the task of raising them was undertaken by the Hong Kong and Whampoa Dock Company, and was most successfully accomplished. The *Leonor* was floated on the 26th December. She was then taken over to Kow-

Icon and was docked on the 17th January. Some time elapsed before definite instructions were received respecting her, and in the meantime it was found that the damage she had sustained was very extensive. There was a very large hole under the starboard quarter; in fact, the whole starboard side aft had been knocked away, and she had suffered considerable injury all along forward on the same side. Most, if not all, of her fittings were utterly destroyed, and on the 22nd of March the Dock Company commenced to give her a thorough overhaul. The work has been carried out under the direction of Mr. Liddell, and has been accomplished in the most satisfactory manner. All the joiner's work has been replaced, the houses on deck being new, and also all the cabins. A new propeller was also supplied, and the rudder post, which had been considerably bent, was straightened. The engines and boilers were also thoroughly overhauled.

A meeting of shareholders in the Hong Kong, Canton, and Macao Steamboat Company was held at the City Hall on the 3rd August, for confirming the resolutions passed at the meeting on the 20th July. There were present:—Messrs. R. Deacon (chairman), T. C. Hayllar, Q.C., A. MacG. Heaton, A. Andre, Belilios, Dr. Adams, Captain Sands, H. Smith, Beart, Landstein, Petrie, Dolau, C. M. Rozario, P. A. da Costa, and Krebs. The Chairman proposed that the special resolutions passed at the last extraordinary meeting be now confirmed. He remarked that that meeting represented 6,367 shares. Mr. A. MacG. Heaton seconded, and the motion was passed unanimously. There was no other business before the meeting.

The British steamship *Ly-ce-moon* has left this port for Canton, and will be inspected by the Hoppo there, and if approved of by him will most likely be purchased for the Imperial Government, to be used as a despatch boat.

PHILIPPINE ISLANDS.

MANILA.

The *Diario de Manila*, in its issue of the 29th, 30th, and 31st July, gives some further particulars of the total loss of the Spanish steamer *Corregidor*, which it says occurred near the point of Montufar (N.E. of the Albay Island, lon. 127 deg. 51 min., and lat. 13 deg. 3 min.), on the night of the 17th ult. She had on board a cargo of hemp and a few passengers. The *Corregidor*, Captain Joaquim Lopez, left Legaspi harbour on the same evening, and the weather was at the time very fine and calm. When the vessel was in sight of Montufar, between nine and ten P.M., she struck on a rock. Every effort was made to save the vessel, but without success; the crew and passengers, however, were saved in three boats. The steamer *Leyte* was passing the spot at the time, and took on board part of the crew.

The *Diario de Manila* of 30th July says that in a few days the telegraphic line from Bacolor to Balanga and San Fernando to San Isidoro will commence working. With these two new lines there are now thirteen provinces with telegraphic lines in connection with Manila, viz.:—Cavite, Batangas, Tayabas, Laguna, Bulacan, Pampanga, Pangasinan, Zambales, Ilocos Sur, Ilocos Norte, Union, Nueva Ecija, and Bataan.

The President of the General Commission for the Representation of Spain in the Philadelphia International Exhibition, having invited the Government of the Philippines to co-operate with Spain therein, the Governor-General of the Islands has accepted the invitation, and has appointed a commission to devise measures so that the Philippines may be properly represented in the Exhibition.

STRAITS SETTLEMENTS.

SINGAPORE.

The present mail brings advices from this port to the 14th August; the P. and O. mail from London July 9 arrived out on the 8th August. We take the following items of intelligence from the *Straits Times*:—

We learn from an announcement in the *Gazette* that Mr. Vaughan resigns the Puisne Judgeship—Mr. Phillippo accepting the acting appointment, and Mr. Bond being nominated Deputy Attorney-General. The changes have a strong resemblance to a return to the old order of things, and strengthen the impression which has lately been gaining ground that the numerous and lavish offices and appointments made by Sir Andrew Clarke have not met with much approval at the Colonial Office, which is well known to stick tenaciously to its patronage. It is said the only one of the recent appointments really confirmed by the Secretary of State is that of Mr. Welner as commander of the *Pluto*, which was recently notified.

We are glad to find a Proclamation in the *Gazette* concerning the Prohibition of the Exportation of Arms, as it clearly defines what in the previous proclamations was doubtful and vague. It will be remembered at the time the former was issued we pointed out the peculiar extent given to its operations by use of the term "Islands in the Eastern Archipelago." The new proclamation limits the prohibited districts to a defined stretch of coast line in Sumatra.

The ordinary Annual General Meeting of the Galena Mining Company, Limited, was held on 11th Aug., when the reports and accounts to the 31st December last were submitted and passed. The Directors also circulated a report to the Shareholders, giving a review of the Company's Workings since 31st December last, which indicated that the Company is now paying its expenses, and that the prospects were assuming a favourable appearance. The Directors are now Messrs. Fisher, Carrie, Krohn, Bishop and Brennand.

A telegram received on the 8th Aug. by the agent of the Messageries Maritimes announces the total loss of the Company's steamer *Neva*, on the voyage between this port and Batavia, on the night of the 6-7th Aug., she having run aground when only eight miles from Batavia. The passengers, crew, and mails were all saved. The telegram is not explicit as to particulars, but we understand the vessel is a total loss, though it is expected part of the material and cargo will be saved.

Captain Van der Gevel, of the Dutch steamer *Atjeh*, reports having picked up and landed at Penang the captain and crew of the British barque *Albert Ross*, which vessel had foundered at sea, thirty miles east of Pulo Bras (Atchin), through having sprung a leak. The *Albert Ross* was from Maulmein, timberladen, and bound to Cork for orders.

The *Sarawak Gazette* contains an order by H.H. the Rajah abolishing the duty on all wine, beer, and cigars from and after the 31st ult.

Commercial Report.

(For dates see first page.)

EXPORTS.

TEA.

HANKOW.—Messrs. Drysdale Ringer, and Co.'s Report says:—Since 20th July a fair amount of business has been done here, buyers picking out the best parcels on offer, which have been settled at about former rates. Shipments to Shanghai have been somewhat heavy for the week and consist chiefly of low common kinds, for which there is scarcely any market here. Settlements are:—212 chests 1,772 half-chests at 1s. 4d. to 1s. 4½d. per lb.; 2,203 chests 7,613 half-chests 1,814 boxes at 1s. 1d. to 1s. 4½d. per lb.; 947 chests 1,295 half-chests at 1s. 0½d. to 1s. 4½d. per lb. Oonfar has realised Tls. 16½ to 21. Toongshan Tls. 16½ to 18½. Soong-yong and Cheong-sow-kai Tls. 16 to 17½. Yung-low-toong, Nip-car-se, &c., Tls. 13½ to 15½ per picul. The third crop leaf is expected in ten days or so. It is reported to be better than the average of the second crop. The infused leaf is better and brighter, but it is feared the Teas may not turn out strong, owing to too much dry weather up country. The best of them are said to lay down in Hankow at Tls. 16 to 17. Customs export to date:—

	lbs.	1874.	1873.
Hankow Teas	43,534,246	against 39,953,348	41,877,525
Re-export Kiukiang Teas	8,912,081	8,306,798	7,247,771
Total	52,446,327	48,260,146	48,625,296

SHANGHAI.—Black: There had been a fair business during the week. Arrivals had come forward freely, and Teamen generally had been willing to sell where any reasonable offer had been made. Prices were from Tls. 1 to 2 under those current two weeks ago, and the laying down cost of most grades were considered cheap. Settlements had been 15,891 chests. Stock 35,250 chests. Prices paid:—Oopacks, &c., Tls. 18 to 25; Hohows and Ningchows, Tls. 16 to 31½; Oonams and Oonfas, 15 to 25; Green: Pingsueys had been taken to a small extent at about previous quotations, and a few chops of Taiping Tea had also found buyers at former rates; but the demand for Green Tea was by no means general, and Teamen seemed rather to fear the reception that later arrivals would be met with. In Tenkais no settlements were reported. Arrivals in quantity of those kinds and of Moyunes were expected shortly. Prices paid:—Taiping, Tls. 27 to 28; Pingsuey, Tls. 24 to 33; Shanghai packed, Tls. 23. Settlements to date, 10,795 half-chests. Stock, 26,250 half-chests. Export to Great Britain to date:—

	1875-1876.	1874-1875.
Black	44,662,368 lbs.	against 36,031,516 lbs.
Green	919,610 "	1,298,136 "
Total	45,581,978	39,329,652

FOOCHOW.—Messrs. Westall, Galton and Co.'s Weekly Letter says:—At the commencement of the past week a quieter tone prevailed on our market, but during the last few days operations have again been on a large scale, and some 24,500 chests of Congou have been settled. The comparative shipments to date show the excess of export to London per steamer to be under two million pounds over last year. Congou: Prices for all classes of Tea have been well maintained, and for good flavoury kinds, costing about Tls. 18 short, the market is particularly firm, and in many cases a slight rise is noticeable. A few third-crop Paklings have been shown, but Teas from the up country districts are not expected down for another week or ten days. Souchong: Only a small business has been passing at former prices. Oolong: Settlements show no change. Flowery Pekoe: Two chops have been taken at former rates. Scented Teas continue to be settled freely at late quotations. The export to Great Britain, the Continent of Europe, and the Cape of Good Hope amounts to 29,815,773 lbs., against 24,889,552 lbs. last year. To America, 46,769 lbs., against 154,936 lbs. last year. To the Colonies, 7,174,504 lbs., against 6,620,655 last year.

EXPORT OF TEA AND SILK, SEASON 1874-75.

TO GREAT BRITAIN.

Date.	TEA.				SILK
	From Shang-hai and Hankow	From Foo-chow.	From Amoy.	From Canton, Macao, &c.	Total lbs.
From June 1, 1875, to July 30, 1875	41078904	27856435	681445	7741678	77358462
From June 1, 1874, to July 30, 1874	38346326	24883389	182622	7862804	70755141

TO THE CONTINENT.

From June 1, 1875, to July 30, 1875	6472839	12060
Do. do. 1874, to July 30, 1874	3816898	5718

TO UNITED STATES OF AMERICA.

From June 1, 1875, to July 30, 1875	5847598	627
Do. do. 1874, to July 30, 1874	6088002	541

TO AUSTRALIA.

From June 1, 1875, to July 30, 1875	6,480,153
Do. do. 1874, to July 30, 1874	5,959,405

TO GREAT BRITAIN.

From	Tea—lbs.	Silk, bales China & Japan.	From	Tea—lbs.	Silk, bales China & Japan.
1843 to 1844	51,022,600	18,600	1864 to 1865	121,236,870	82,313
1845 to 1846	57,334,200	22,144	1865 to 1866	118,333,042	62,890
1846 to 1847	63,972,000	61,253	1866 to 1867	118,423,290	50,052
1847 to 1848	72,327,800	50,481	1867 to 1868	116,590,430	57,449
1848 to 1849	72,327,800	50,481	1868 to 1869	142,789,804	70,917
1849 to 1850	76,990,255	68,315	1869 to 1870	139,740,193	63,807
1850 to 1851	65,789,792	83,134	1870 to 1871	131,269,550	51,329
1851 to 1852	65,560,452	64,169	1871 to 1872	149,774,395	54,589
1852 to 1853	60,066,160	70,644	1872 to 1873	151,869,262	57,263
1853 to 1854	109,854,040	79,199	1873 to 1874	144,588,620	47,373
1854 to 1855	121,273,580	72,887	1874 to 1875	161,964,407	85,109
1855 to 1856	117,463,586	46,603			

* Including the Continent.

EXCHANGES, & c.

[For dates see first page.]

ON LONDON.

At	Bank Bills.	Credits.	Documentary.
Yokohama, 6 m.s.	4s. 1d. to 4s. 1 1/2 d.	4s. 1 1/2 d. to 4s. 1 3/4 d.	4s. 1 1/2 d. to 4s. 1 3/4 d.
Shanghai	5s. 7 1/2 d.	5s. 8d. to 5s. 8 1/2 d.	5s. 8 1/2 d. to 5s. 8 1/2 d.
Canton	4s. 1 1/2 d.	4s. 1 1/2 d.	4s. 1 1/2 d.
Hong Kong	4s. 1 1/2 d.	4s. 1 1/2 d.	4s. 1 1/2 d.
Macao	4s. 1 1/2 d.	4s. 1 1/2 d.	4s. 1 1/2 d.
Singapore	4s. 1 1/2 d.	4s. 1 1/2 d.	4s. 1 1/2 d.
Manila	4s. 1 1/2 d.	4s. 1 1/2 d.	4s. 1 1/2 d.

MISCELLANEOUS.

	At Shanghai.	At Hong Kong.
Bills on India	Rs. 306 1/2 to Rs. 308	222
" Hong Kong	27 1/2 to 28 1/2 dis.	9 prem.
Bar silver	Tls. 111.2.5	nominal.
Mexican dollars	72.7.75	

SHARES AT HONG KONG.

Hong Kong and Shanghai Bank, 23 per cent. dis.
Hong Kong Gas Company, \$75 per share.
Hong Kong and Whampoa Dock, 40 per cent. discount.
China Traders' Insurance Company, \$925 per share.
Hotel Shares, 55 per cent. discount.
Hong Kong and Macao Steamboat Company, 20 per cent. discount.
Hong Kong Fire Insurance Company, \$290 premium.
Union Insurance Society, \$500 per share.
China and Japan Marine Insurance Company, Tls. 88 per share.
China Fire Insurance Company, \$34 premium.
Victoria Fire Insurance Company, \$165 per share.
Chinese Insurance Company, \$200 per share.
Shanghai Steam Navigation Company, Tls. 60 per share.

* * The latest quotations by telegram for six m.s. bank bills are at Shanghai 6s. 7 1/2 d. at Hong Kong 4s. 1d., at Singapore 4s. 1 1/2 d.

CARGOES OF NEW SEASON'S TEA AFLOAT.

Sailing Date.	Name.	From	Cargo—lbs.
June 19	Cutty Sark	Shanghai	1,347,699
" 23	Blackadder	"	1,200,000
July 2	Nyassa	Foochow	1,135,188
" 8	Thermopylae	Foochow	1,413,000
" 18	Glenlyon (s.)	"	1,297,500
" 20	Black Prince	"	1,041,420
" 26	Egeria (s.)	"	98,141
" 26	Forward Ho!	"	1,383,104
" 30	Glenlyon (s.)	Shanghai	1,800,000
"	Glenroy (s.)	Hong Kong	2,000,000
"	Norman Court	Shanghai	1,200,000
Aug. 9	St. Andrew's Castle	Canton	1,000,000
"	Fiery Cross	Foochow	850,000
"	Osaka	Canton	800,000
"	Deerhound	Shanghai	750,000
"	Undine	"	1,300,000
" 11	Lord of the Isles	"	2,000,000
" 22	Tom Morton (s.)	Foochow	1,500,000
" 27	Bellona (s.)	Shanghai	1,000,000
Sept. 2	Crocus (s.)	Foochow	2,000,000

SHANGHAI SHARES AND STOCKS.

	Shares.	Paid up.	Latest Qtn.	Last Divid.
Shanghai Dock Company	Tls. 500	Tls. 500	Tls. 210	20 p.h
Shanghai Gas Company	100	100	131	11 p.c.
Shanghai S.N. Company	100	100	61	7 p.c.
S. Tug and Lighter Company	850	850	600	12 p.c.
French Gas Company	50	50	72	11 p.c.
Hong K. Fire Insurance Co.	\$1,000	\$200	\$490	3 1/2 p.h.
North China Insurance Co.	Tls. 2,000	Tls. 600	750	
Union S.N. Company	100	50	21	
Yangtze Ins. Association	500	500	\$520	15 p.c.
Union Insurance Society	\$2,500	\$500	\$500	
China Traders Co. (Limited)	5,000	1,000	875	\$150 p.h.
China and Japan Marine Ins. Co.	Tls. 500	Tls. 100	Tls. 92	
Victoria Fire Insurance Co.	\$500	\$100	\$165	12 p.c.
China Fire Insurance Co.	500	100	134	12 p.c.
Hongkew Wharf Co.	Tls. 100	Tls. 100	Tls. 89	5 p.c.

BANKS AND COMPANIES CONNECTED WITH THE FAR EAST.

Peninsular and Oriental Steam Navigation Company, 122, Leadenhall-street, and 25, Cockspur-street, Pall-mall.
Messageries Maritimes (Head Office in Paris), 97, Cannon-street, and 51, Pall Mall.
Netherlands India Steam Navigation Company, 13, Austinfriars.
Hong Kong and China Gas Company, Gresham House, J. C. Walduck, secretary.
Singapore Gas Company, 8, St. Mary Axe, Robert King, Secretary.
Singapore Patent Slip and Dock Company, Paterson, Simons, and Co., agents, 21, St. Swithin's-lane.
Singapore Johore Steam Saw Mills Company, Paterson, Simons, and Co., agents, 21, St. Swithin's-lane.
Amoy Dock Company, John Pook, agent, Lime-street-square.
Hong Kong and Whampoa Dock, Morrison and Co., agents, 4, Fenchurch-street.
North China Insurance Company, 25, Cornhill, J. S. Mackintosh, manager.
Canton Insurance Company, Matheson and Co., agents, 3, Lombard-street.
Union Insurance Company of Canton, M. P. Jukes, manager, 82 Broad-street.
China Traders Insurance Company, Hong Kong, Geo. Croshaw and Co., agents, 116, Fenchurch-street.
China and Japan Marine Insurance Company, Mr. W. Schmidt, agent, 3, St. Michael's-alley, Cornhill.
Ceylon Company, Palmerston-buildings, Old Broad-street, R. A. Cameron, secretary.
Borneo Company, 22, Fenchurch-street, William Martin, manager.
Tanjong Pagar Dock Company (Limited) of Singapore, Macartagart Fidan, and Co., agents, 34, Leadenhall-street.
German Steamship Company, Hamburg, Robertson and Co., agents, 5, Newman's-court, Cornhill.

BANKS.

Agra Bank, 28, Nicholas-lane, Lombard-street, J. Thomson, chairman
Chartered Bank of India, Australia, and China, Hatton-court, Threadneedle-street, J. H. Gwyther, manager.
Chartered Mercantile Bank of India, London, and China, Old Broad-street, D. T. Robertson, general manager.
Comptoir d'Escompte de Paris, 144, Leadenhall-street.
Deutsche Bank of Berlin, 50, Old Broad-street, G. Pietsch, manager.
Bank of Rotterdam, Union Bank of London, agents, Princes-street.
Hong Kong and Shanghai Banking Corporation, D. McLean, manager, 31, Lombard-street.
National Bank of India, R. O. Sawers, chief manager, 80, King William-street.
Oriental Bank Corporation, Threadneedle-street, C. J. F. Stuart, chief manager.

* * Companies omitted in the above list will be included if the particular are forwarded.

Shipping Intelligence.

ARRIVALS.

At YOKOHAMA.—From London, Sept. 11, Coulmakyle; from Liverpool Jessie Jamieson; from New York, Cremona.
At HIOGO.—From London, Sept. 13, Kashgar.
At SHANGHAI.—From London, July 30, Elmstone; from Liverpool, 24, John Parker; from Cardiff, 27, Challenge; from New York, 23, Corea; from London, Sept. 13, Falcon; from Liverpool, 11, Orestes (str.).
At HONG KONG.—From London, Aug. 5, Melbrek; from Liverpool, 4, Ulysses (str.); from Liverpool, Sept. 15, Hector (str.).
At MANILA.—From London, Sept. 7, Sir Jamsetjee Family.
At SAIGON.—None.
At BATAVIA.—From Liverpool, Aug. 2, Signe; 8, Jan Pieters Koen, Henry; from Glasgow, 6, Veritas; from Newcastle, 8, Alice; from Algoa Bay, 6, Leonore; from Cape Town, 6, Johan Lange; from Monte Video, 2, Emma Muller; from Nieuwe Diep, Sept. 8, Madura (str.).
At SINGAPORE.—From Sunderland, Aug. 7, Charlotte; from Cardiff, 10, Androklos; 13, Princess Louise; from Amsterdam, 13, Henrietta; from London, Sept. 16, Glenartney (str.); from Liverpool, Patroclus (str.).

DEPARTURES.

From YOKOHAMA.—None.
From HIOGO.—None.

From SHANGHAI.—For London, Sept. 15, Scotland (str.).
 From AMOY.—For New York, Sept. 15, Galley of Lorne (str.).
 From HONG KONG.—For London, Aug. 9, Osaka.
 From MANILA.—For Channel, f.o., July 22, Dorothea; 28, Christine; 29, Gustav; for Liverpool, 30, Papa; 31, Leon (str.); for New York, 28, Corsica, George; 29, Ceylon; for Boston, 29, Edward May Archer, Springfield.
 From SAIGON.—For Falmouth, f.o., July 22, Bluche; for Havannah, Aug. 9, Fres de Mayo.
 From BATAVIA.—For Nieuwe Diep, Sept. 9, Holland (str.); for Rotterdam, Sept. 16, Torrington (str.).
 From SINGAPORE.—For London, Aug. 12, Sea Gull (str.).

SHIPPING POSTSCRIPT.

ARRIVALS NOT IN THE TABLES.—Sept. 9, at Amsterdam, from Indramayoe, Petronella; 14, off Dungeness, from Akyab, for Antwerp, Irise; 15, from Rangoon, for Amsterdam, Innocenta; 17, at London, from Hong Kong, Sarpedon (str.); 15, at St. Nazaire, from Reunion, George; Boston, from Singapore, Juno.

DEPARTURES.—Sept. 15, from Cardiff, for Singapore, Glamorganshire Lass; 17, from Liverpool, for Rangoon, Lady Rowena; 14, from St. Nazaire, for Reunion, Anais.

SPOKEN.—Banian, from Liverpool, to Singapore, July 29, 9 N., 26 W. LAID ON.—At London, for Colombo, Persian Empire.

LAUNCHES.—On the 14th inst. Messrs. S. P. Austin and Hunter, Sunderland, launched from their yard an iron ship, which was named Emily Chaplin. She is owned by Messrs. Moran and Sanderson, of Hull, and is to class A 100 at Lloyd's, and 20 years in the Liverpool registry, and will load immediately for Ceylon.—On the 16th inst. a fine new steamer, named Nellie Martin, was launched from the yard of Messrs. Raylton, Dixon, and Co., Middlesborough. Her dimensions are 286 feet in length, 34 feet beam, 25 feet depth, about 2,700 tons burthen, and will be fitted with compound engines 200 nominal horse power. She is classed 100 A 1 at Lloyd's, on the three-deck rule, and is intended for the "Star Ball" line, for the Java trade.

TELEGRAMS FROM THE FAR EAST.

THE DIFFICULTY WITH CHINA.

(REUTER'S TELEGRAM.)

SHANGHAI, SEPT. 16.—The negotiations with the Chinese Government relative to the Yunnan outrage are not concluded. The only points settled are that a special embassy shall be sent to London, and that the Viceroy Li-Hung-Chang shall institute a commission of inquiry in Yunnan.

THE WAR IN ATCHIN.

THE HAGUE, SEPT. 17.—An official despatch from Atchin, dated the 7th inst., announces that some reconnaissances made by the Dutch troops have led to a sharp encounter south of Longpattah, in which the Dutch had five killed and five wounded, while the Atchinese suffered considerable losses from the effects of the Dutch artillery fire. The health of the troops is satisfactory.

HONG KONG, SEPT. 16.—Grey shirtings, 8½ lb., \$2 50; 16-24 water twist, 103. Tea: Canton, more business doing; Foochow more active. Total exports from China and Japan to the United Kingdom from 1st June to date, 101,250,000 lb.

BIRTHS, MARRIAGES, AND DEATHS.

BIRTHS.

BUCHANAN.—On the 8th Sept., at Harrington, Dimbula, Ceylon, the wife of John Buchanan, of a daughter.
 DRACON.—On the 11th Sept., at Gernheim, near Maidenhead, the wife of Sidney Deacon, of a son.
 MOUNSEY.—On the 10th Sept., at Brunn-am-Gebrige, near Vienna, the wife of Augustus H. Mounsey, Second Secretary to H.M.'s Embassy at Vienna, of a daughter.
 SCHMID.—On the 24th July, at Shanghai, the wife of S. H. Schmid, of twin daughters.
 SIMPSON.—On the 30th July, at Shanghai, the wife of Charles Lenox Simpson, Deputy Commissioner of Customs, of a son.
 VAUGHAN.—On the 10th Sept., at Albert Lodge, Horeham, the wife of Commander H. Vaughan, R.N., of a son.

MARRIAGES.

FERGUSON.—ANGUS.—On the 16th Sept., at Regent's-park Chapel, by the Rev. W. Landells, D.D., Alastair Mackenzie Ferguson, of Abbotford, Ceylon, son of A. M. Ferguson, of Colombo, to Gertrude Caroline Angus, third daughter of the Rev. J. Angus, D.D., of The College, Regent's-park.
 NOBLE.—SEXTON.—On the 10th Aug., at Bombay, George Edward Noble, Manager Hong Kong and Shanghai Bank, Bombay, to Frances Marion Bertha (Daisy), eldest daughter of Major J. M. Sexton, Bombay Staff Corps, Assistant-Quartermaster-General.

DEATHS.

DEMPSEY.—On the 14th Sept., at 27, Charterhouse-square, Joseph Meldon Dempsey, M.D., aged 63. R.I.P.
 DEWHURST.—On the 15th Sept., at Sorrel Bank, Pendleton, Manchester, Henry Sagar Dewhurst, only son of Samuel Dewhurst, J.P., in his 19th year.
 ELLIOTT.—On the 9th Sept., at Wythcombe, Exmouth, Admiral Sir Charles Elliot, K.C.B., in his 75th year.
 FAIL.—On the 26th July, at Yokohama, Charles C. Fail, of Shanghai, aged 43.
 GUMFACH.—On the 31st July, at Shanghai, Baron Johannes von Gumpach.
 HOOD.—On the 7th Sept., at Dalchapple, Elgin, Alexander Hood, late of Ceylon.
 LAMBKIN.—On the 14th Aug., at Singapore, the wife of G. Lambkin, aged 49 years.
 SCHULTZ.—On the 23rd July, at Port au Prince, Hayti, Christian Schultz, Consul for the Empire of Germany and for Denmark, and Consul-General for the Netherlands, aged 63.
 SOMERSET.—On the 7th Sept., at Homestead, Dandrum, near Dublin, Colonel Poulet George Henry Somerset, C.B., aged 68.
 TREMLETT.—On the 17th Sept., at Dover, Capt. H. A. Tremlett, Retired List Madras Army, late 17th Regiment N.I.
 WESTLAKE.—On the 11th Aug., at Singapore, Felicia Adelaide, wife of C. H. Westlake, aged 31.

Legal.

COURT OF BANKRUPTCY.

IN RE DA COSTA, RAALTE, AND CO.

The Court allowed registration of the resolutions come to by the creditors in this case in favour of liquidation by arrangement, and appointing Mr. Turquand trustee, with a committee of inspection. The debtors were merchants of London and Manchester, and it also appeared that they had an interest in the firm of Behrends Brothers, of Alexandria; liabilities returned at £185,580, and assets £85,299.

IN RE ANDERSON, DUNCAN, AND ANDERSON.

The debtors, John Anderson, John Duncan, and George Gray Anderson, trading in co-partnership as merchants in Philpot-lane, and also at Colombo, recently presented a petition for liquidation, and the creditors have determined to wind up the estate by arrangement with Mr. Bishop, accountant, Tokenhouse-yard, as trustee; and registration of the resolutions was now ordered. A statement of the joint affairs disclosed total unsecured liabilities £144,746, and assets £31,595, besides doubtful items amounting to about £42,000.

IN RE J. C. FOWLIE.

Registration of resolutions to liquidate by arrangement was ordered in the case of John C. Fowlie, of 18, Leadenhall-street, merchant, whose accounts show liabilities to the amount of £121,637, and assets £10,704.

Miscellaneous.

COLONIAL GOVERNORS.

A correspondence has recently passed between the Earl of Carnarvon and the Board of Inland Revenue which will give general satisfaction to Colonial Governors. Two classes of commissions have been sent out from time to time from the Colonial Office—one a paper commission under the Royal sign manual and signet, and the other Letters Patent, on skins of parchment, issued under the Great Seal. The former is the instrument addressed to Administrators and Lieutenant-Governors, and bears no Stamp Duty. The Letters Patent under the Great Seal, by which alone the Queen appoints Governors to act as Her Majesty's representatives in various parts of the world, have been liable to a considerable *ad valorem* Stamp Duty. The Letters Patent conferring a Governorship worth £3,000 a year have had to be impressed with a stamp of £150; where the salary is £4,000, a Stamp Duty of £200; and so on, at the rate of 5 per cent. on each appointment. Not long since this tax was prospectively abolished, and future commissions will be free from it. But, in looking at its operation in the past, Lord Carnarvon observed that the letter and spirit of the Stamp Act had not been fairly applied. The Act contemplated a Stamp Duty on Letters Patent conferring a new appointment. In Downing-street this had always been accepted as requiring not only that a gentleman should pay the Stamp Duty on first entering on his career as Colonial Governor, but that he should also pay duty on each promotion Her Majesty may be pleased to give him in the service. The present Secretary of State for the Colonies, however, having requested the Inland Revenue Commissioners to consider whether these repeated impositions of Stamp Duty were really in accordance with the Act of Parliament, the Board decided, in the first instance—in the special cases of Sir Hercules Robinson and Sir George Bowen—that one Stamp Duty only could be lawfully demanded from each Governor. On the 10th of last month Lord Carnarvon suggested that, in accordance with this decision, a communication should be addressed to all Governors who have paid more than one Stamp Duty, informing them that they are at liberty to claim a repayment of duty to the extent of the difference between the total amount formerly paid by them and the value of the stamp on the highest salary attached to any Government they may have held, and on the 19th ult. the Board of Inland Revenue agreed to this proposal. To the great majority of Governors this will involve the totally unexpected satisfaction of receiving a not inconsiderable sum, the repayments varying from about £100 in some cases to £800 or £1,000 in other cases. Probably the officers who benefit by this act of justice—the great majority of whom are residing in remote parts of the Empire—will, however, attach more importance to the equitable spirit of the Government than to the amount of money involved, as it shows that their personal interests are not overlooked during their absence, on arduous and responsible duties, from England.

THE TELEGRAPH SERVICE TO INDIA AND THE FAR EAST.—With reference to the St. Petersburg Telegraph Conference recently held, a circular has been issued by the Eastern Telegraph Company, giving in an intelligible form the rules and regulations adopted which are to come into force on the 1st January next. The principal new feature appears to be the adoption of the system of charging for each single word in extra-European messages, while those for Europe will be charged as before by a tariff of twenty words. There will be a uniform rate between Europe and India of 4s. 6d. per word. The maximum length of a word in European messages is fixed at fifteen letters, and for extra-European at ten letters. Each group of figures is counted as a word, provided it does not exceed five ciphers, and if over five figures the excess up to ten is charged as an additional word. The initial letters of the French equivalents for the phrases "answer prepaid," "repeated message," "acknowledgment of receipt," "postage prepaid," and "express prepaid" will be accepted as one word. The rules as to repetitions, registration, prepaid replies, telegrams to follow, multiple messages, cipher or secret letter messages, and reimbursements are also given. The Indo-European Telegraph Company have also sent out a circular with similar information, although there appears to be a discrepancy in the explanations as to the word system, the Indo-European stating that the facility applies to all European States, while the Eastern Company point out that the twenty words tariff for messages will still be the rule in Europe.

THE Messageries Maritimes steamer *Iraouaddy*, with the present inward mail, arrived at Marseilles on the 13th inst. at 8 p.m. She brings 89 passengers and a general cargo, including 564 bales of silk, 5,272 packages of tea, and 228 of sundries for London, which will be forwarded to its destination per Company's steamer *Gange*, due in London on or about the 28th of September.

A PARIS newspaper announces that M. de la Roquette, Secretary of the French Legation at Peking, has succeeded in obtaining a reparation for the murder of a French missionary at Szchuen. The Chinese Government has punished the ringleaders, sentenced the murderer to death, and granted a pecuniary indemnity of 40,000 taels, and reprimanded the local authorities who lacked vigour in their attempt to prevent the outrage.

The delay which has recently taken place in messages from Australia and Java was owing to the Eastern Extension Company's cable between Singapore and Batavia being under repair. The communication, which was interrupted, is now restored, and messages can be sent as usual.

AN American paper states that sixteen Chinese women were sold at auction in California recently, only Chinese being allowed to bid. Eight dollars was the highest price, and one sold for sixty-five cents, her nose being out of plumb.

It is stated that the Chinese labour question in British Columbia is a political question, the Opposition organs being against the employment of Celestials, whereas the Government papers generally favour Mongolian labour.

The P. and O. steamer *Gwalior*, with the heavy portion of the last inward mail, left Gibraltar on the 17th inst., and may be expected at Southampton to-morrow, or early on Wednesday.

HOLLAND.

(FROM OUR OWN CORRESPONDENT.)

AMSTERDAM, SEPT. 15.

There is a lull in politics, and the Session is on the eve of being closed, to be opened again two days later. There are, of course, several rumours current with reference to the tenor of the Royal Speech, but they are all, of course, purely speculative. Some newspapers are giving long lists of Bills which Mr. Heemskerck will lay before the Chambers, but, though they add some explanatory notes to them, I don't think they are worth reproducing. The Minister of the War Department intends—according to the *Vaderland*—to increase our army by eight battalions of infantry and one regiment of hussars. A promotion of officers, of course, must ensue if this is carried out. The same paper says that there is a question of abolishing the shoulder-badges of our officers, which were introduced some time ago by order of the King, and replacing them with the old epaulets. This would be, I think, rather a retrograde measure, but perhaps the report is only a hoax. A widely spread and credible *on dit* is that Mr. Loudon has finally retired from public life, and that he will establish himself at Lausanne, to return no more to his mother country. The question remains whether he will be the only victim (amongst statesmen I mean, of course) of this Atchin blunder, which costs us so much blood and money. The last news from the pepper country is anything but encouraging. When and where must things end? Harderwyk, the depot of the soldiers intended to reinforce our East India army, is crowded. Some days ago it was even impossible to enrol recruits because there were no places vacant in the barracks. Since then, however, 400 have started by the steamer *Conrad*, and another 200 will be despatched by the steamer *Compton*, of the Rotterdam Lloyd's line. This will give some room, but not enough. A number of Belgian recruits offer themselves daily for this service, and this occurs—as the Minister stated in the sitting of the First Chamber—without the intervention of any recruiting agents.

The Minister of the Colonial Department has laid before the members of the Second Chamber the Budget for the East India Colonies. Its form has been much simplified, and consequently improved. The favourable balances of the financial years 1867 to 1874 are estimated at f.83,557,146, against which, however, several expenses are anticipated (amongst them is an estimate of f.20,000,000 for the redemption fund), so that the nett surplus of these accounts is f.21,766,728. A part of this sum the Minister proposes to expend upon improvements in Java, viz., to protect Batavia from future inundations, f.300,000; to protect Samarang from the same calamities, an equal sum; for building a lunatic asylum at Buitenzorg, f.200,000; for the harbour works at Batavia, f.300,000; for constructing railways in Java, f.4,222,000; for the navy, f.870,000; for abolishing slavery on the west coast of Sumatra, f.500,000; on behalf of the Dutch-India Steamship Company, f.1,200,000. It is, moreover, intended to set aside a sum to complete the fortress-system. The favourable balance being in this way decreased by f.7,862,000, an amount of f.13,900,000 still remains at disposal, whilst it seems quite certain that the Budget of 1875 will leave a considerable profit, owing to the high prices of coffee. So far the Budget shows a revenue of f.140,316,044, and an expenditure to the amount of f.129,488,187, the surplus of 1875 thus being f.10,111,685. The estimated expenditure is f.4,820,597 higher than last year.

The Minister says, with reference to this Budget, that something more ought to be done in behalf of the education of the natives, but he sincerely regrets that new schools are not built with the speed they ought to be. The new Governor-General has drafted a plan to provide every district in Java with a school. The following are the outlines of the proposed scheme to provide Batavia with a harbour:—A port will be constructed at Tandjong Prisk, from whence communication with Batavia will be made by a railway of ten kilometres and a canal of about eight kilometres in length. The estimate for the War Department, f.27,419,365, is much higher than in 1875. Of course this must be ascribed to our war with Atchin. The Naval Department will in-

volve an increased outlay of f.1,334,104. The quantity of coffee to be sold here is estimated to be 750,000 piculs, at 49c. per half kilogramme; that of Banca tin 72,000 piculs, at f.50 per fifty kilogrammes. I need scarcely add that I give you only the merest outlines and the main figures of the Budget, which is very voluminous.

The Congress of the International Law Association was brought to a close at the Hague on Saturday last. The members have given their opinion upon a number of difficult questions, but that the meetings will be of any practical utility seems very problematic. In most cases the greatest diversity of opinion prevailed, and in some instances decisions were only arrived at by a very small majority. Lord Penzance has been elected president for the ensuing year. Before the close of the meeting the Congress adopted a resolution *le couronnement de l'édifice*, that in the interests of humanity and civilisation the Governments ought to enter into negotiations to reduce the existing armaments, and a committee was duly appointed to inform the various Governments of this resolution. Another resolution was carried in favour of international disputes being submitted to arbitration. After having made an end of their business the members took a trip to this town in order to visit several of its institutions.

Our public have been in some degree perplexed by the news that at last the murderers of Mrs. Van der Kouwen have been found out. They are a certain Yut and his wife, who assassinated the lady and her maidservant in order to obtain a large sum of money that they might be able to marry. This amiable couple absconded to America, subsequently visited England, and ultimately started for the Cape of Good Hope. Four or five years elapsed, and they, thinking that all might be forgotten, returned to Holland. But the police were on the alert, and man and wife were arrested, and they subsequently confessed. I should not have made any mention of this sensational fact if the Java papers of some months ago had not told us that a soldier of the East India army had acknowledged on his death-bed that he had murdered this lady and her maidservant.

The Brussels correspondent of the *Amsterdamsche Courant*, a most respectable paper, says that an action has been brought against our Minister of the Financial Department by a family named Dubois, to recover a sum of sixty millions of guilders, which they say is the produce of an inheritance of Mr. Jacques Dubois, who died in 1730 at Batavia. Nothing is known here about this matter.

The papers publish a mass of correspondence inducing the Government to use the steamers of the Company *Nederland* for carrying the mails from Java to Holland. They are running faster than the French steamers, so much so that merchandise is received here before the consignees are in possession of the bills of lading. The steamers, moreover, ply so regularly that they might very well carry the mails.

In one of our largest iron works, that of Van Vlissingen, a strike has taken place because the managers refuse to grant higher wages. After a few days had elapsed, however, the workmen took the wisest part and resumed work on the old scale.

There is still much discussion in the papers about the recruiting for the East India army. The number of volunteers, especially from Belgium, is so large that hundreds are obliged to return to their mother country.

Some days ago seven young men passed examination before a commission as student interpreters for the China service, in which two places are vacant.

The market for Colonial Produce remains unaltered, and transactions have been limited. Prices, however, are very firm. The Money Market is also without change.

The King has returned from his trip abroad. Prince Alexander will shortly start for Algiers for the benefit of his health.

AMSTERDAM, SEPT. 16.

The Belgian as well as the Dutch papers are uttering sharp protests against the manner in which recruiting for the East India army is conducted. It is now clearly proved that married Belgian subjects have been engaged under false names as single men, and there are so many desertions that some papers advise the surrounding of Harderwyk, which is the depot, by a cordon of cavalry. The German papers of to-day state that an ex-mayor of the Netherlands India army (German by birth), Mr. Steek, has been arrested at Darmstadt, on the charge of having enrolled several young Germans for the Atchin army.

The Second Chamber's Session will be closed next Saturday, and the new Session will be opened two days later by the King. The Prince of Orange has started for Paris, where he will stay some time. Contrary to the assertions of some French papers, I can state with authority that his journey has nothing to do with politics.

The borings in the Zuiderzee, which were ordered by the Government, to ascertain whether the bottom is fit for recovering a further tract of dry land from the sea, have given satisfactory results.

A company has been established at Goes to export cattle, eggs, and vegetable produce to England, via Flushing and Sheerness.

SHIPPING.

ARRIVALS.—At Texel, Sept. 8, from Indramajoe, *Petronella*; 9, a Flushing, from Bassein, *Chasea*; from Moulmain, North Wind; 10 at Hellevet, from Sourabaya, *Yanikale*; 11, at Texel, from Tjilatjap India Packet; at Flushing, from Akyab, *Malleville*; 12, at Texel, from Batavia, *Prins Hendrik* (str.); from Rangoon, *Freier*.

DEPARTURES.—Sept. 10, from Maassluis, for Macassar, G. H. Betz.

At the first meeting in the bankruptcy of John Strachan and Co., East India merchants, of Bishopsgate-street, Mr. James Waddell was appointed trustee, with a committee of creditors, Messrs. Lyne and Holman being the solicitors to the estate. This is one of the failures in connection with Messrs. Collie and Co. The liabilities are £112,309 16s. 6d., with assets in the hands of creditors £15,371 14s. 7d., and free assets £5,711 10s. 3d.

Correspondence.

"WOMENS' RIGHTS" IN JAPAN.

(To the Editor of the *London and China Telegraph*.)

SIR,—It is somewhat interesting to think that, when so much stir is being made in our own country regarding the position women should hold in society, the native press in Japan, a growing powerful institution in that country, among other essays on Western customs, has taken up the question of the rights of women. Of course, in the East, women are a secondary consideration altogether, and the dignified position of a wife is sadly interfered with by the existence of unlimited concubinage. So far, the articles we refer to are more the fugitive ideas of writers than a series of sound arguments started on a strong basis. But they are none the less instructive, even if, from that instruction, a little amusement may be culled. One writer says that "if we look into the theories of Europeans on this subject (women's rights) it would appear that the possession of equal power by husband and wife is based on natural reason. But if we observe the practice of Europeans, it would appear that the power of the wife is greater than that of the husband, and that this error has been brought about by a want of a correct view of the dictates of nature." And this argument is supported by the reasons that "In going through a door the wife passes first, and the husband follows her; the wife takes the best seat and the husband the next seat; in visiting, the wife is first saluted; in forms of address the wife is first mentioned." It is well that this writer in the *Meioku Zashi*—the translations of articles in which appear in the *Japan Mail*—mentions, and draws a distinction between the theory and practice of Europeans in the carrying out of the respect paid to women, for though we cannot but cheerfully grant the admitted high position women hold, still the records of our Divorce Courts, and the doings of our Police Courts, show up the wide range there is between theory and practice. The amiability of some husbands for their wives is wonderfully demonstrated by a certain class of Englishmen, whose warm affection is dictated by kicking their wives to death—but there, the position of women is still maintained, for the exception, and happily cruelty to women is the exception, proves the rule. It is of interest, however, to note how these domestic customs of ours appeal to the searching mind and eye of the Eastern student. The Japanese writer, though seeing much good in this elevation of the position of women in Europe, yet fears that by thus giving way to their aspirations, women may suddenly get the upper hand—a matter which appears forcibly to home students of the same subject. "Being lately in the company of some foreign ladies," continues the writer, "I smoked as I pleased. But a foreign gentleman approached me, and requested me to desist, as the ladies disliked it. Of course, I did so, being desirous of conforming under these circumstances to European customs, which, I presume, forbid the practice. But I found the prohibition most unreasonable, and the person rude who asked me to desist. The reason men are thus prohibited from smoking is that the ladies do not like it. But if I smoke, I do so in virtue of my rights as a man, and if the ladies do not like it, they should leave the room. The dislike of women to smoking substracts from the pleasures of men, and there can surely be no reason in this, as it involves a limitation of the freedom of power. . . . If smoking were immoral in itself, or if it injured the health of others, I would most assuredly not smoke. But when it is not a thing prohibited by law or morals, and a distinction is made between smoking before men and before women, I fail to see the reason of it." The Japanese, like their neighbours, the Chinese, consider women as quite a secondary portion of creation's plan, and the reason for all this superiority of the women is curtly given, "that men idolise their wives for the purpose of pleasing them." It will be a matter of tardy progress, the owning of the rights of women in these Eastern lands, but, even now, the subject is one to which considerable attention is being paid, as though long years must necessarily elapse ere the huge barrier between the sexes be broken down; yet to the inquiring native mind the histories of all great nations will teach the lesson of how potent for good is the influence of women—not in the masculine form it now hopes to assume—and how much of the destiny of kingdoms is worked by them. Women are good, bad, and indifferent, but their good overwhelms their bad; and this conclusion the Japanese press, will have, eventually, to own, despite that "Some of the celebrated women of Europe have behaved in a manner which it pains us even to hear of, and which is terrible."—I am, &c.,

London, Sept. 10, 1875.

A.

THE ACTING CHIEF JUSTICE OF CEYLON.

(To the Editor of the *London and China Telegraph*.)

SIR,—Of all Crown colonies without representative government Ceylon is perhaps the only one that presents the spectacle of a son of the soil as its Chief Justice. And it is also remarkable that two out of the three judges which now constitute the Supreme Court of the island are natives, viz., the Acting Chief Justice, Sir Richard Morgan, and the Senior Justice, Mr. Charles

Stewart; while the Junior Puisne Justice, Mr. Richard Cayley, is an Englishman and a graduate of the Cambridge University. When last year Sir Edward Creasy, the Chief Justice, obtained leave to proceed to Europe for the benefit of his health, it was with great satisfaction that the people learned that the Honourable R. Morgan, Queen's Advocate, would be his *locum tenens*; Mr. Morgan had rendered valuable services to the colony; he had been the chief legal adviser of the Government for more than twelve years, and had given the country several useful and important ordinances. So Governor Gregory, in recognition of his great merits, raised him to the post of Acting Chief Justice, an office never before held by a Ceylonese, and induced the Queen to confer on him a Knighthood. Seeing the satisfactory manner in which he discharges his arduous duties, it would be beneficial to the country if he could be confirmed in the post, but we hear that on the score of health he prefers to go back to his less dignified, though not less influential post of Queen's Advocate. Sir Richard is entirely a self-made man. Born in the island of respectable Burgher parentage, he was educated in the Colombo Academy, a Government institution, under the care of Rev. J. Marsh, father of the present Inspector of Schools in Ceylon. The attention bestowed by Mr. Marsh upon his pupils, and the thoroughness of his teaching, are attested by the fact that most of them have risen to great name and fame in their respective departments, whether of Law, Medicine, Divinity, or Civil Service. Among Mr. Morgan's schoolfellows the ablest and most distinguished was doubtless the late lamented James Stewart, brother of the present Senior Puisne Justice. Entering the profession as a proctor, when he was barely nineteen, he rose so rapidly that in less than twelve years he had stepped into the highest post open to a lawyer at the Bar, viz., the office of Queen's Advocate, or chief legal adviser of Government, and died at the early age of thirty, whilst holding the said office.

Mr. Morgan commenced his legal career as a Proctor in 1840, and his learning and ability, as well as his admirable business habits, soon procured him clients, and he rose very rapidly. He was admitted an advocate of the Supreme Court in 1846, from when he became one of the leading members of the Ceylon Bar. He also for a few years represented the Burgher community in the Legislative Council. The Government, perceiving his merits, appointed him in 1855 District Judge of Colombo, when the seat was vacated by Mr. T. Lavalliere, a civilian; and ever since Colombo has had a professional judge on its District Court Bench; and the office is now expressly reserved for lawyers, having been recently struck out of the Civil Service List, together with the District Judgeship of Kandy. Being well acquainted with the local laws, and having practised his profession for several years with great success, Mr. Morgan found no difficulty in discharging his judicial duties to the satisfaction of the public and Government. Consequently he was in 1857 promoted to the Supreme Bench as an Acting Puisne Justice, and would have been confirmed long ago but that he preferred to hold the office of Queen's Advocate; and he obtained his wish on the elevation of Mr. Queen's Advocate Thomson to the Supreme Court as a Puisne Justice in 1863. To the colony Mr. Morgan's services have been invaluable. No Crown lawyer before him had, perhaps, bestowed so much pains upon his work, and not a few of the useful and popular Ordinances were due to his intelligence, energy, and zeal. His Excellency the Governor did a very graceful act indeed in raising his trusted adviser to the office of Acting Chief Justice, and recommending him to the Queen for a knighthood, though unsolicited by him.—I am, &c.,

London, Sept. 11, 1875.

UMBRA.

Literature.

Le Jade: Etude Historique, Archéologique et Littéraire sur la Pierre appelée Yü par les Chinois. Par S. BLONDEL. Paris: Leroux. 1875.

Among mineral substances jade is certainly worthy of especial attention, though, perhaps, its value has been somewhat over-estimated. In former times samples of the true jade were scarce and very dear in Europe, but nowadays, says M. Blondel, thanks to the relations of Western nations with those of the Far East, Chinese antiquities have become less rare, new and important collections have been formed, and the museums of Europe have been enriched with the most splendid works of art from that part of the world. Under these circumstances he thinks that he will be doing some service to Eastern archaeology by publishing this notice of jade, of the history of which so little is generally known. In carrying out his design, M. Blondel has shown great industry in consulting and laying under contribution a wide range of authorities, the mere enumeration of whose names would occupy considerable space. In his pages will be found, we imagine, very nearly all the information which the most enthusiastic lover of Chinese curiosities could possibly desire. The chief drawback to M. Blondel's brochure is that he is a little too desultory in the arrangement of his materials, but for all that it will well repay perusal. We cannot, of course, in these columns, pretend to follow him closely through all the

various points of his essay, in which he approaches his subject from an historical, archaeological, and literary point of view, but we content ourselves with giving the substance of one or two passages, which will probably be interesting to the general reader. One of the chief localities, we gather, in which jade is found in China is Tai-tang, in the province of Shense, but the greater part comes from Khotan, in what was formerly Chinese Turkestan, and it is brought from Tartary by the Bokharians. "In this country whole mountains, so to speak, are of jade; and the purest pieces, precious alike for their beauty and the fineness of the grain, are found principally on the summits. The mountain, called Mirdjai, in the Khotan district, is said to be entirely formed of jade. This mineral is found there of various colours, but at the top of the mountain it is of the quality that is most esteemed. A man, armed with the necessary implements, scales the rocks, detaches the pieces of jade, and lets them roll down below." This statement, we must observe, appears to be made entirely on the authority of Malte-Brun's "Géographie Universelle." In another place M. Blondel tells us that there are two sorts of jade, the one, veined with brown, being found in the mountains, and the other, veined with blue, in the rivers. The former kind, he says, is more commonly met with in China, and the latter in the Khotan district. Jade is said to be obtained at Yarkand, which is not very far distant from Khotan in a north-westerly direction, in much the same way as pearls are in other parts of the world. The "fishing," it seems, takes place in the presence of certain officials and soldiers. Twenty or thirty divers plunge into the water at the same time, and when they have found a piece of jade they throw it on the bank; each piece found is marked down in red on a sheet of paper. When the fishing is finished an inspector examines the pieces of jade to find out what they are worth; occasionally some of them measure nearly sixteen inches. In this connection M. Blondel makes one statement which shows that he has followed some of his authorities a little too blindly, and that he is not aware of the existing state of things in Eastern Turkistan; he asserts that the city of Yarkand every year sends from four to six tons of jade to Khotan to be forwarded to the Court of Peking! This ancient custom must certainly have fallen into abeyance for some years past. In his two concluding chapters M. Blondel makes some observations on a few of the best specimens of jade work now in Europe, and on the art of carving it. He dedicates his work to the Marquis d'Hervey St. Denys, the Professor of Chinese at the College of France.

In the May-June number of the *China Review* Mr. W. E. Mayers continues his valuable contributions on "Chinese Explorations of the Indian Ocean during the Fifteenth Century." In the present instalment "the translation of the body of Hwang Sing-taeng's compilation is entered upon. It begins with the kingdom of Chan-chêng, occupying the central portion of the modern kingdom of Yüeh-nan (An-nan or Anam)." Besides foot notes, Mr. Mayers adds four notes at the end, displaying much careful research. "The Folk-Lore of China" is also continued, the present portion treating of superstitions relating to "death" and "days and seasons." The Rev. John Chalmers follows with a review, in an unfavourable sense, of Canon McClatchie's "Confucian Cosmogony." The number also includes "The Grain Transport System of China" by G. M. H. Playfair, "Chinese Official Ranks" by Dr. Sittel, and "A Last Word about Tones" by A. Lister. The paper, however, of the greatest general interest is an unsigned one on the "Province of Shantung." This article abounds with information in regard to what is to be found in the province. We have not space to enumerate the topics touched upon, but we make room for a short paragraph on a subject which is of much importance. "A little further than Lai-chow," the writer observes, "all the hills are of a black marble, and when approaching Pao-shan, to the black or deep blue carboniferous marble is added the sandstone formation, then comes the silurian clay, and under it the coal measures, which are there very plentiful. Numerous pits, reaching to a depth of fifty to sixty feet, are dug in the hills, and the coal is extracted till the water stops the work. This coal finds the way to Chi-nan Fu, being extensively used in some places for lime kilns. It is often burnt to coke on the spot, and then exported in that state. The carboniferous and slaty clay of Pao-shan is used for making pottery ware, after having been crushed under mill-stones and mixed with water. . . . The mining district presents a certain resemblance to our manufacturing towns, the large kilns always burning, clouds of smoke rising from the ovens, and the black colliers completing the illusion." We should be glad to see equally minute descriptions of the other provinces of China.

Writing from India, Captain Henry Trotter, R.E., who was the geographer on the scientific staff of Sir Douglas Forsyth's mission to Kashgar, contributes to the current number of the *Geographical Magazine* some valuable "Notes on Recent Explorations in Central Asia." He notices briefly, but in some detail, the additions and rectifications which have been made in our knowledge of the geography of that region through the agency of British officers and others working from the side of

India. The more important of these were effected by the mission of which he was himself a member, and of its labours he gives here a summary of the principal results, viz., the correct fixing of certain important towns by astronomical observations, and the survey of about 3,000 miles of route lines, a great portion of which is entirely new. The latter portion of this paper deals with the work of the explorer (the well-known "Havildar") who was employed by the Great Trigonometrical Survey in the regions beyond the Oxus. A paper on the "Amu Darya Expedition" gives a *résumé* of the work performed by the scientific mission which accompanied the Russian expedition against Khiva in the exploration of the old bed of the Amu Darya. The other papers in this number are "Recent Journeys in Paraguay," "Paris Geographical Congress," and "The Voyage of the *Challenger*." The next number, we believe, will contain the Editor's account of his trip to the island of Disco with the Arctic Expedition, from which he only returned a few days since.

The *Anti-Slavery Reporter* for September opens with a sarcastic paper on Mr. Clements R. Markham's recently published observations on the condition of Chinese coolies in Peru. This number also informs us that the committee of the Anti-Slavery Society have issued a warning to Chinese coolies against emigration to Peru. They "happily secured the co-operation of an eminent scholar and linguist, who has, at their request, caused some 10,000 copies in Chinese to be distributed in placard form at various seaports, while the address has also been inserted as an advertisement in several native papers." There are also accounts of deputations to Lord Derby in reference to Cuba, and to the Seyyid of Zanzibar, followed by some extracts on slavery from Dr. Mullens's "Twelve Months in Madagascar." The remainder of the number comprises "The Abolition of Slavery by Portugal," "Gordon Expedition," and papers relating to the condition of "labourers" in Mauritius.

An enterprising illustrated native journal in Shanghai has we understand, made a contract with the proprietors of the *Illustrated London News* for a quantity of their illustrations to be printed on blank sheets of paper, these being covered, on arrival in China, with descriptive matter, in Chinese characters. The scheme is good, and deserving of all success.

A society is about to be founded in Paris for the exclusive study of the Japanese language and institutions. A Japanese library, and the publication of a Japanese newspaper form part of the society's programme.

Messrs. Trübner and Co., of London, have arranged to publish a series of "Notes on China," collected from the columns of the *Celestial Empire*.

OUR POSITION IN CHINA.

(THE TIMES.)

When our Shanghai Correspondent last wrote, the anticipations of our countrymen in China seem to have been very gloomy. Chinese diplomacy has endless resources of equivocation and delay when it is not peremptorily stopped, and it seemed determined to baffle all our attempts to reach the murderers of Mr. Margary. It had promised to examine the particulars of the outrage, and to punish the criminals if they could be found; but it also set to work in such a fashion as to show that its real object was to gain time. Nobody believed that any good would be done by the Mission which was to start to Yunnan. Meanwhile, the Chinese Government was arming with suspicious speed. Word had come to Shanghai that it was making torpedo experiments, of all things in the world, and that it intended to buy Armstrong guns. Mandarins were examining the best way of fortifying the Yang-tse-kiang, and the *Peking Gazette* contained an elaborate report of a tour of inspection made by the Governor-General, Li-Hung-Chang, to survey the fortifications in the lower part of that river. Thus it seemed as if the Chinese had come to believe that they could at last afford to defy our demands, and that the end of the strife must be another vexatious, costly, and inglorious war. It is rather more than six weeks since our Correspondent wrote, and the atmosphere is now somewhat clearer. The Chinese Government would not have offered to send an Embassy to England if its temper had been warlike; and its promise that the murderers of Mr. Margary shall be punished, that Yunnan shall pay an indemnity to his family, that a trade route shall be opened between China and Burmah, and that the imposition of certain vexatious internal taxes shall be regulated reveal a wish to keep on good terms with this country, at least for a time.

Those Englishmen who reside in the Treaty ports are not impartial judges of these concessions. Too often they go to Canton or Shanghai in a frame of mind that would exasperate a much less vain people than the Chinese. They sometimes act as if they thought it a mere impertinence on the part of an inferior race to have a pride of its own, and they act as if the chief end of the Chinese were to minister to the demands of British commerce. Not unfrequently they have gone out of their way to shock the prejudices of the most conservative people in the world. Even our diplomatic agents have not always been so cautious or courteous as they are to-day. The origin of the last war with China is not one of those chapters of history which it is desirable to open, and a little more respect for the prejudices of centuries might sometimes have smoothed our relations with the Chinese. The French can give us some valuable lessons in the art of treating subject races. Although they lack our faculty for colonisation, their inborn politeness makes them better fitted to keep on good terms with inferior races.

They know how to humour prejudices better than we do; they are less abrupt; they are less eager to go to the point of dispute with a precipitation peculiarly hateful to the tortuous natures of Oriental peoples. Our traders, and even our diplomatists, too often sum up all the resources of negotiations with the Chinese in one word—firmness. That word implies an admirable maxim when it is tempered by patience and politeness, but, unhappily, it is often merely another name for undisguised dictation. It means that we should not waste our time in standing upon ceremony with so false, ignorant, and vain a people as the Chinese, and that the only way to bring them to reason is to tell them we will burn their cities, and shake their rickety Empire to pieces if they do not obey. An example of such impatience has been seen during the negotiations about the murder of Mr. Margary. Believing that the Government of Peking was trying to shield the criminals, some of our countrymen seem to have thought that the only way to have justice done was to do it ourselves by sending an armed English force to the scene of the outrage, and hanging the first guilty mandarin it could catch. We have not the slightest doubt that such a feat might be performed by a small, well-disciplined, well-armed, and well-led troop of British soldiers. English nerve, muscle, habits of obedience, and breechloaders form a wedge that would cut through and through the pulpy mass of Oriental life. What was done in India can be repeated in China. But we must warn any budding Clives that it can be done only at the expense of the same consequences to ourselves. If we shatter the Chinese authority, we shall next be loaded with the responsibility of putting some authority in its place. The necessity would not come in a rush; it would appear insidiously, and in a hundred disguised forms, just as it did in Hindostan. But we should be dragged on bit by bit, often against our will, and as if we were blindfolded. We should be dragged on as we were in India more than a century ago, and as the Russians in Central Asia are to-day. Peremptory orders against conquest would of course be sent from London, just as they are sometimes despatched from St. Petersburg to Turkestan. Adventurous spirits would be punished for striking too hard and going too far, just as they sometimes are reprimanded for committing these offences in Central Asia to-day. But young, ardent, daring spirits would not give a thought to such cobweb checks. Fired by the passion for self-distinction, by a civilised man's hatred of disorder, and by his detestation of the atrocities which would stain Chinese warfare, they would run the risk of receiving rebukes from the authorities at home, and if they should be peculiarly successful, as they would be, they would of course be forgiven. Thus are built up the responsibilities of Empire. Nor is this a mere visionary peril. More than once it has seemed that the Chinese Empire was going to pieces, and that, in spite of ourselves, we might be forced to give a perilous extension to the Sovereignty which has already begun to grow in the Treaty ports. Now, it is well for our countrymen in China to understand once for all that we are not in the mood to undertake the responsibilities of another India. One is quite enough for our energies. Hence the last thing we shall think of doing is to send a British force to do the work of the Peking Government. We must hold that Government responsible for the misdeeds of its own subjects; we must insist that punishment shall be applied by its officials, and not by ours; and, in order that we may not defeat our own purpose, we must exhaust all the resources of diplomatic courtesy and patience before we can look to the short cut of violence. "Anybody can govern in a state of siege;" yes, and anybody can get the better of Governor-General Li-Hung-Chang by means of a few English regiments.

We say all this the more frankly because we do not pretend to believe that the disposition of the Chinese Government is satisfactory. The rulers of Peking do not like our people, and perhaps they despise us in much the same spirit as the citizens of decaying Rome displayed in presence of the invincible barbaric hordes. No doubt the mandarins would outwit us if they could. We have not the slightest reason to believe that the authorities at Peking were grieved by the news of Mr. Margary's death, and, without being uncharitable, we may assume that they would be glad to shelter the murderers. But there is a good deal to be said on the other side. The Chinese are commonly a dispassionate people, free from the promptings of fanaticism or of blind patriotism, and peculiarly alive to the dictates of self-interest. They are the shrewdest race in the East, and they know we bring wealth to their shores. Their sense of our commercial value to themselves is strikingly shown by what our correspondent says about the angry protests the native merchants have directed against the Tax-office for fining them because they have bought sugar from foreigners. These traders know that, "barbarians" as we are, we still pour wealth into their pockets. The same idea is slowly spreading through the whole trading class of a vast Empire. The chief hostility to our presence comes from the literary class, which is cut off from the vulgar details of trade, and despises its prosaic necessities. But the Empire is not wholly ruled by the heroes of competitive examinations, for it is far more at the mercy of what may almost be called Democratic impulses than it is usually supposed to be. During our former troubles with Peking the Emperor declared that he did not dare to offend the deepest prejudices of the people, and it is equally true that the Government must more and more regulate its negotiations with us by the manifest interests of its subjects. The prospect is not, indeed, eminently hopeful, and even a slight mishap might darken it; but we must, nevertheless, do our best to keep both ourselves and the Chinese in the groove of peace. If the preparations for punishing the murderers of Mr. Margary should turn out to be a mere pretence, we must exact redress; if the trade route to Burmah should not be opened by the free will of Peking, we must insist on the fulfilment of the pledge to clear the way for our merchants. If the Embassy to London should be a mere blind for Chinese opposition, we may have to send stringent instructions to Peking. But, meanwhile, let us avoid the error of asking too much. Unlike Japan, which has now its Parliament and its Press, China is the typical land of Toryism. But we may, nevertheless, lead it far, and save ourselves from incalculable embarrassments, by listening to its prejudices as well as to its reasons with the courtesy and the patience which befit a higher civilisation and a superior strength.

Naval and Military.

The inquiry by court-martial into the sinking of the *Vanguard* by the *Iron Duke* (in which China residents will doubtless be specially interested on account of the latter vessel having long been on the China station) is now proceeding, and it will probably be some time before the decision is published. It appears that prior to the fog coming on the whole fleet were going at about seven knots an hour, and that the *Vanguard* slackened to five knots, and immediately after had to alter her course on account of there being a vessel ahead, and was thus turned with her broadside towards the *Iron Duke*, which was behind her. It will remain to be seen, by the verdict of the Court, whether the naval authorities consider it prudent that the fleet should have been kept moving at the rate it was when enveloped in a fog. A significant letter upon this point has appeared in *The Times*, from the pen of a Rear-Admiral, who assumed that the captains of both vessels would be honourably acquitted, and impliedly, but very plainly, intimated his opinion that there could be no doubt that the blame, if any, attached to head-quarters.

The following officers who last served in China have received appointments as under:—Lieutenant G. L. Atkinson (in the *Iron Duke*, from 1870 to 1875), to the *Sapphire*, 14, screw corvette, Devonport; Lieutenant John Durnford (in the *Rinaldo*, from 1872 to 1874), to the *Sultan*, 12, Channel Squadron; Lieutenant the Hon. A. C. Littleton (in the *Salamis*, from 1872 to 1874), to the *Express*, 6, gunboat, Devonport; Lieutenant S. B. Roupell (in the *Thistle*, from 1870 to 1873), to the *Sirius*, 12, sloop, Devonport; Navigating Sub-Lieutenant W. F. Thompson (in the *Avon*, from 1874 to 1875), to the *Express*; Mr. Alfred Palmer, Engineer (in the *Iron Duke*, from 1874 to 1875), to the *Revenge*, 32, flagship, at Queenstown; Mr. J. V. B. Thompson (in the *Hornet*, from 1873 to 1875), to the *Weazel*, gunboat, Sheerness; Dr. W. R. Bennett, Staff-surgeon (in the *Princess Charlotte*, from 1872 to 1875), to the *President*, naval reserve drill ship, West India Docks; Dr. W. Galloway, Surgeon (in the *Elk*, from 1871 to 1875), to the *Excellent*, gunnery ship, at Portsmouth; Mr. James Hallahan, gunner (in the *Victor Emanuel*, from 1873 to 1875), to the *Implacable*, training ship, at Devonport.

Admiral Sir Charles Elliot, on the reserved half-pay list of the Royal Navy, and late Governor of St. Helena, died on the 9th inst., at Wythlycombe, near Exmouth. The deceased, who was born at Dresden in 1801, was the son of the late Right Hon. Hugh Elliot, Governor of Madras, brother to the first Earl of Minto, a former Governor-General of India. He was educated at Reading, and entered the Royal Navy in 1815, at the close of the great war, reaching the rank of Captain 1823, Rear-Admiral 1855, Vice-Admiral 1862, and Admiral 1865. He was present at the bombardment of Algiers in 1816, and served subsequently in the East Indies; was Protector of Slaves and member of the Court of Policy in Guiana from 1830 to 1833, when he was sent out to China as Superintendent of British trade. Admiral (then Capt.) Elliot was British Plenipotentiary in China during the first Chinese war in 1841, and served subsequently as Consul-General in Texas from 1841 to 1846, when he was appointed Governor of Bermuda, and transferred to Trinidad in 1854. His last colonial appointment was as Governor of St. Helena from May, 1863, to December, 1869, when he retired from active service. He was created a K.C.B. in 1856.

The expected court-martial on the Captain of the *Valorous* will not take place, he having shown the First Lord of the Admiralty that the rock on which she struck is not marked on the Admiralty chart. The *Valorous* has been docked at Plymouth. The Admiralty have granted the officers and men double pay for the time she was employed in connection with the Polar Expedition.

Lieutenant-Colonel P. Bedingfield, of the 25th brigade of Royal Artillery, who served in the expedition to China in 1860, and was present at the capture of the Taku forts and the surrender of Peking, for which he received medal with clasp, and Brevet of Major, is about to be promoted to the rank of colonel.

The *Oxford*, hired transport, has arrived at Gravesend, from Ceylon, with time-expired men and convalescent troops from several of the regiments in Ceylon and the Straits Settlements. She also has on board a number of military prisoners who have been sent home to undergo their punishment.

Vice-Admiral Sir W. King Hall, K.C.B., has been presented by the employers of Devonport and Keyham Dockyards with an illuminated address, expressive of their great regret at his leaving the command, and thanking him for his ever kind and courteous bearing towards them.

Colonel Peregrine H. Fellowes, of the Portsmouth division, has been selected to succeed Colonel Rodney in command of the Chatham division of Royal Marines. He joined the corps of Royal Marines 1838, became lieutenant 1842, captain 1851, lieutenant-colonel 1862, and colonel 1867.

Captain R. W. Stone, of the 80th Regiment (Hong Kong), has obtained twelve months' leave of absence. During the leave of absence of Surgeon-Major D. C. M'Fall, Surgeon-Major Gaye has taken the medical charge of the regiment.

Major Tremlow, 80th Regiment, sailed for Hong Kong per O.S.S. Company's steamer *Antenor* on the 7th inst. On arrival at Hong Kong Major Tremlow will resume command of his regiment.

Captain H. G. Carleton and Lieutenant R. G. Warton, of the first battalion of the 10th Regiment (Singapore), have been taken on the establishment of the Depot.

Lieutenant J. S. O'B. Blake, of the first battalion of the 10th Regiment (Singapore), who has been for four years Fort Adjutant at Hong Kong, has been invalided.

The ironclad *Audacious*, flag-ship on the China station, has been successfully docked at the Japanese Government docks at Tokoska.

The gunboat *Midge* will have new boilers placed in her. The work will be done at the Naval Yard at Hong Kong.

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THE CASE OF THE "OCEAN" AND THE "FUSING."

THE unprecedented and extremely unsatisfactory proceedings which have taken place at Shanghai in connection with the collision of the vessels above named are only the natural out-come of the extraordinary ruling giving by Sir EDMUND HORNBY some time ago in respect to the steamer *Kwangtung*, and upon which we commented at the time. Our readers will recollect that the ruling in question had the effect, contrary to all precedent and to cases heard before Sir EDMUND HORNBY himself, of placing cases arising out of collisions at sea in which the owners of Chinese vessels were concerned as plaintiffs, under the jurisdiction of a mixed tribunal, in which the British Consul and a Chinese official sat together as co-judges; and in the case which has just been heard in Shanghai this principle is carried a step further, and the relatives of certain Chinese who were drowned in consequence of the collision in question have been allowed to sue the captain of the *Ocean* before a Court composed in the same manner, that is, consisting of Mr. MEDHURST, H.B.M. Consul at Shanghai, and the Chinese Taoutai at that place, for damages, or rather for compensation, on account of their deaths. The case was gone into at considerable length on behalf of the Chinese claimants, and Mr. HANNEN, counsel for the defendant, after hearing it out, respectfully protested on behalf of his client against the jurisdiction of the Court, and abstained from making any other defence. It is to be hoped that the line of conduct which has thus been adopted will have the effect not only of obtaining justice to his clients but also of having the question of jurisdiction definitely settled. It would undoubtedly seem in the present case, even more than in that of the *Kwangtung*, that there are no grounds whatever for the assumption that, under the Seventeenth Article of the Treaty, a claim such as this should be heard by a Mixed Court. In the case of the *Kwangtung*, as we pointed out when commenting upon it at the time, there was just a shadow of ground for the conclusion that the matter might be tried by a Mixed Court, because the proceedings in Admiralty in respect to collisions are *in rem*, and so far might not be affected by the Extritorial Clauses of the Treaty, extritoriality being strictly a personal right. But in the present instance the sole ground upon which by any plausibility the case could be considered one to be treated in this manner is wanting, as the proceedings are simply an ordinary claim for damages at common law against the captain. The reason given by the counsel for the claimants why this case should be heard by a Mixed Court, namely, that a claim for damages on account of deaths from collision could not be made in Admiralty, and would not be good at common law, and therefore the case was one in which the Consul ought to call in the aid of the Chinese authorities in order to settle it equitably, is certainly one of the most original that has ever been advanced. If damages could not be obtained in the case in question at common law, there was probably some good reason for such being the fact, and it is simply absurd to say that wherever the existing English law fails to meet what the Chinese may consider equity, recourse is to be had to a Mixed Court presided over by the Consul and Taoutai, and subject to all the irregularities which must

of necessity attach to a tribunal so constituted. There is upon this basis absolutely nothing to prevent the Consul being called upon by the Chinese authorities to review every single judgment of the Supreme Court which may not be in accordance with Chinese ideas of justice, and we may be perfectly certain, unless the practice which is at present being followed be put a stop to, the next step will be the denial altogether of the right of British subjects in China to be tried by their own authorities, and according to their own laws; a right which has been clearly conceded by the Treaty, and has hitherto been recognised without question by the Chinese authorities. Most assuredly we shall have reason to feel that the large sums of money which have been expended in the establishment of the Supreme Court and in the salaries of its officers have been spent to very poor account if this is the magnificent result at which we have arrived after ten years.

TREATY REVISION.

ACCORDING to the *North China Herald* received by the last mail, it is reported that there is a likelihood that a revision of the Treaties with China will be attempted on the basis of the celebrated Alcock Convention of 1870. If there be any foundation for this statement—which we presume could easily be ascertained by inquiry in the proper official quarters—it would, we think, be highly desirable that the Home Government should take some steps to obtain direct information as to the state of the China trade, and the exact nature and bearing of the changes which are likely to be required in order to place it upon a satisfactory footing. The plan which was adopted by Sir RUTHERFORD ALCOCK no doubt seemed to be well advised, but the result proved that it was not in every respect adapted to the end in view. He sent an intimation to the various Chambers of Commerce that he was prepared to receive their views on the subject, and the result was that a large number of memorials were sent in to him from the different ports, each advocating such changes as seemed necessary or desirable to the merchants at the place from which it emanated. Upon this basis the Minister proceeded to enter upon his negotiations with the Chinese, which culminated in the Convention of 1870. There was enough concurrence of opinion among the various Chambers of Commerce to make it clear what were the main evils which required remedying, and it is not to be denied that Sir RUTHERFORD clearly discerned the points—the chief of which was with reference to internal trade—at which the Treaty required revising. But after the Convention was agreed to by the Minister, the matter was taken up by the Chambers of Commerce at home, and the result was, as our readers are mostly aware, that the Home Government saw sufficient in the objections which were raised to cause them to decline to ratify the Convention which had been arrived at after so much trouble and difficulty. This unfortunate result might probably have been avoided had the Home Government, in view of the approaching revision, taken steps to obtain information at home in the same manner as the Minister was obtaining it in China, and we think it would be very desirable if any revision is at present contemplated that steps should be taken with this object. There are a large number of mercantile men in high positions at home who are thoroughly acquainted with the subject, and whose advice would be of the greatest possible value to the Government in coming to a decision as to the points upon which revision should be asked for from the Chinese. Two modes might be advantageously resorted to to gain the requisite information. The Chambers of Commerce at Manchester, Bradford, and the other large manufacturing and commercial centres interested in the China trade might be invited to furnish the Government with their views, and a Select Committee of the House of Commons might also be appointed to take the evidence of mercantile men, officials, and others conversant with the China trade, and draw up a report upon the subject accompanied with recommendations as to revision. At the present time a proposition to this effect would in all likelihood be met favourably, as there is a general feeling that there is something wrong in the China trade; but the large majority of people are in complete ignorance as to the direc-

tion in which an improvement can be looked for. The plan suggested would also have the great advantage of making the matter a public question at home, and so strengthening the Government in the action they might think necessary to adopt, as well as in abstaining from pressing for revision in such directions as it might appear to them that action was not desirable.

THE MIXED COURT AT SHANGHAI.

THE Mixed Court at Shanghai was instituted with the best motives, but, though it has to some extent answered the purpose for which it was called into existence, it cannot be considered to have been entirely successful and satisfactory as an institution. Indeed, it has long been manifest that some radical reforms were imperatively needed in it, and before taking any actual steps in this direction, the Treaty-power Consuls appear to have acted wisely in consulting the three experienced officers who have watched over British, American, and Austro-Hungarian interests in the Court. Dr. YATES and Mr. HAAS have furnished short reports, but Mr. ALABASTER, who has had the most experience of the working of the institution, has treated the subject far more fully and exhaustively, and his report, so far as his suggestions are practicable, will, we hope, meet with the consideration which it deserves, when the matter is finally debated at Peking. The recent ruling of Chief Judge HORNEY as to the class of cases which should be properly heard before Mixed Courts makes it especially desirable that the whole subject should be speedily and authoritatively settled on a new basis, more particularly in regard to the permanent Mixed Court at Shanghai.

In his elaborate report Mr. ALABASTER deals with four prominent defects in the present Mixed Court at Shanghai:—(1) the absence of a definite code of law, (2) the nature of its punishments, (3) the want of permanence in the officers attached to it, and (4) the dependent position of the Chinese magistrate. As regards the first defect, it is manifestly useless to think of carrying out the Chinese Penal Code, because "their law is as solely directed to the repression of personal violence as ours is to the protection of property once acquired;" this being the case, Mr. ALABASTER thinks it is highly desirable to endeavour to induce the Chinese to adopt the Indian Criminal Code, as being of recent date and "drawn up with special reference to oriental conditions." A graver objection to the existing Court than even the want of a proper code is the nature of its punishments, and this raises a very difficult question, the solution of which is not at first sight obvious. The reintroduction of the "chain-gaug" system has been proposed, but though it is better than the cangue and flogging, inasmuch as the punishment thus inflicted is not purposeless or brutal, still on several grounds the proposition appears impracticable. Mr. ALABASTER is of opinion that the only way to make the Mixed Court really effective in this particular is to provide machinery "by which long terms of imprisonment can be awarded, and some such system as has been established in the Alipore and other Indian jails." To carry out the reformatory system advocated, it would be necessary to have a jail, which, however, the Municipality or the Chinese Government will be obliged to have in the long run. "As a matter of expense at first, the institution of a jail," on Mr. ALABASTER's plan, "would cause considerable outlay; at first every restraining power would have to be free and paid; but as the system got into work, the expenses of supervision would almost disappear, the higher class prisoners guarding and controlling, as is done at Alipore, those less advanced, while the industrial arts practised by the prisoners would in time make the institution almost, if not entirely, self-supporting." The plan enunciated is an admirable one, but we doubt its practicability at Shanghai, at least until the Chinese have made further progress in the arts of civilisation, and we do not think that the Chinese can at present be induced to depart so far from their time-honoured practices as to consent to its adoption. Touching the third defect in the constitution of the Mixed Court, Mr. ALABASTER wisely advocates as a remedy the appointment of a permanent Foreign Assessor. The reason for this

suggestion is obvious, but we fear the question of nationality will be a difficult one to overcome. "As regards the fourth point," Mr. ALABASTER observes, "the necessity of making the Chinese magistrate more independent than he is at present, and the giving him more extensive powers than he at present possesses, there is no doubt that the present conflict of jurisdiction between the magistrate of the Mixed Court and the district magistrate of Shanghai should be set definitely at rest, and this, it would appear, can only be done by erecting the settlements into a distinct Chinese jurisdiction." This suggestion is certainly a reasonable one, and ought on every ground to be insisted upon at Peking.

THE HOME PAPERS ON CHINA.

ALL who have perused with any attention the comments upon China affairs which have of late appeared in the home papers—and especially those which have been published since the murder of the late Mr. MARGARY—must be struck by the change in tone which has come over them, as compared with what for years past we have been accustomed to read. The more important of these comments have been, from time to time, reproduced in the columns of this paper, as specially interesting to readers in China, and to those at home who are concerned in Chinese affairs; and it is curious to observe that in respect to a number of different matters the arguments over and over again urged in this paper and in the columns of our Chinese contemporaries, and systematically ignored by the general run of home journals, are now brought forward with marked emphasis, more especially by *The Times*. The remarks we have made with reference to the recent news from Peking, to the effect that Mr. WADE was being thwarted and insulted in the course of his negotiations with regard to the MARGARY affair, and the comments made a short time since with reference to the seizure of the steamer *Carisbrooke*, are peculiarly noticeable as showing the change which has taken place. In the former, the leading organ of public opinion at home does not hesitate to counsel the firmest action on the part of our representative. "If," it says, "Mr. WADE were to relax the rigour of his demands for reparation on the score of the Manwynne disaster with the hope of averting some dreaded explosion of popular rage, he would do more to precipitate the catastrophe than if he exacted successfully the punishment of a hundred criminals." In speaking of the *Carisbrooke* affair, *The Times* does not hesitate to point out the anomalous state of our relations with China, and to urge that the Treaty of Tientsin is too limited in its bearings to be of a permanent character. "As long as the Tientsin Treaty forms the basis of intercourse between us and the Chinese, we must conform to its provisions, and let our countrymen understand that they cannot be supported in any material breach of that or any other agreement. But stipulations so narrow, exclusive, and restrictive of mutual advantage ought not to be construed with the utmost strictness. We know they cannot be permanent; the Chinese know it too; we are, therefore, in a position to impress on them the necessity of mutual forbearance, the duty of treating the present with a view to the future, and regarding the intercourse with the outer world by the forecast of enlightened observation, and not with the prejudices of 1842, or even of 1860. It is perfectly certain that the barriers which Imperial jealousy has erected against the foreigner will be broken down either by the enterprise that belongs to peace or by future wars." This is plain speaking for the paper which is generally accredited with indicating to a considerable degree the views of the Government and the general opinion of the public, and which possesses sufficient standing and authority almost entirely to lead public opinion in regard to such matters as our relations with a country like China. Hope of any decisive action to vindicate our rights, position, and prestige in China has been so long deferred that we cannot but hesitate to draw conclusions even from such a noticeable change as that which has taken place; but the inference seems almost irresistible that at last the Government and the public are beginning to bestir themselves, and that the patience which has characterised their dealings with China is beginning to become exhausted.

HER MAJESTY'S CONSULS ON OPIUM.

IN view of the recent discussions in the House of Commons and elsewhere with regard to Opium, it will not be uninteresting to survey briefly what Her MAJESTY'S Consuls have to say on the subject in their last Reports, of which we have already published a summary. From Tientsin we learn that in 1874 an increase of 452.92 piculs in the importation of Malwa more than counterbalanced a decrease of 78.52 piculs in Bengal and Persian. The total import of Opium in 1874 was 5,310.75 piculs, or some 1,470 and 1,570 piculs less than it was in 1871 and 1870, but more than 2,400 piculs in excess of the import of 1864. Mr. MORGAN draws attention to the way in which the abundant supply of native Opium is driving Persian out of the market, and as we have before remarked, he gives a table showing the prices and general character of the crops of native Opium in the provinces of Shantung, Chihli, Shansi, Honan, Kuantung, Kansuh, Szechuen, and Yunnan, though, of course, the figures are only approximate. His observation on this is an odd comment on the supposed hostile attitude of the Government to Opium cultivation. "The mere enumeration," he says, "of the above places in which the poppy is now undoubtedly cultivated, compared with the names of the provinces referred to in the Imperial Edicts of 1865 and 1869 against poppy culture, shows how the production of native Opium has been increasing. The first of these Edicts named only Kansuh, Shensi, and Shansi as poppy-growing regions; but the second enumerated, in addition, Kiangsu, Honan, and Shantung, and now it may be seen that particulars are even obtainable as to the character of the crop and price of the article in the metropolitan province of Chihli." Although Malwa is unquestionably the favourite in the Tientsin market, still from the high price paid for the native drug in Shansi he "thinks that it may fairly be inferred that the taste for it is being established in North-Western China, and that this must sooner or later operate injuriously on the future development of our Indian trade." There can be little doubt that the large falling off in the price of Malwa in recent years is in a great measure due to "the increased production and improved quality of its native rival." At Hankow the import of Opium was about 2,861 piculs, against 2,994 piculs in 1873, or a decrease of 133 piculs, "explained by the increased consumption of native Opium." In 1864 the import was 2,018 piculs. "Native Opium," says Mr. HUGHES, "seems, in fact, to be rather more in favour in this part of China than formerly. . . . Many well-to-do Chinese, who had been in the habit of smoking foreign Opium, have given it up in whole or in part in favour of the native article, the use of which is believed to be less hurtful to the constitution, and attended with less physical inconvenience." The improved facilities recently offered for trade at Kinkiang have not, according to Mr. KING, been without their effect on the Opium market, and the importation has been slowly but steadily increasing; last year it was about 2,900 piculs, against some 2,200 in 1864. It is impossible, however, to arrive at any definite idea of the amount of foreign drug actually imported into the district, as much of its supply has come overland from Canton and Swatow. "Attempts to introduce the cultivation of the poppy having proved hitherto unremunerative, Kiangsi is thus more than the northern ports, and even Hankow, dependent on the foreign supply." At Ningpo an increase of 178 chests of Malwa, and a decrease of 79 in Patna and other kinds, give a net increase of 99 chests. The total import was 7,723 piculs, against 3,304 piculs in 1864. Mr. FORREST furnishes some interesting details with respect to the manner in which the foreign drug is taxed in Chekiang and the neighbouring provinces, and he goes more fully than most of his colleagues into the subject of native Opium. "The increase," he says, "in the growth of the poppy in Chekiang is very startling. . . . In the Taichow district little else is grown in the plain; . . . it is to be found close up to the walls of Ningpo, and in the gardens at the back of the foreign settlement. . . . The vast plain of the Sanpo district, on the shores of the Hangchow Bay, where three or four years ago the poppy was unknown, is now a vast and ever-extending opium farm. Of course, the officials

"put out the usual proclamation prohibiting the growth, but the principal use of these and all other Chinese prohibitory proclamations is to set clearly before the eyes of the people illegal courses which can be pursued in safety on payment of certain sums to the magisterial runners. The principal grower in the Hsiang shan district is a retired provincial governor, and not a few officers on the active list are largely interested in the culture of the prohibited drug." H.M.'s Consul is of opinion that native Opium is entering more and more closely into competition with the Indian article, and he is convinced that the present defects in its manufacture will soon be remedied. Any real attempt, he says, to stop it would throw the natives, mostly hardy mountaineers and never well in hand, into open revolt. No information whatever on the subject of Opium is obtainable from the Amoy Report. At Tamsuy the import is almost stationary, being 1,665 piculs, of which three quarters were Benares. Nothing is said in the report with regard to native Opium. Into Swatow about 9,374 piculs were introduced in the year 1874, nearly two thirds being Malwa; "a great proportion of this is supposed to have been carried to far off districts in different provinces," the Opium taxes at Swatow being lighter than at the neighbouring treaty ports. In 1864 only 4,378 chests of Malwa and Patna passed through the foreign Customs. Apparently there is no demand for native Opium in this district, as no mention is made of it. The same remark applies to Canton; but foreign Opium there shows an increase of 149 piculs over the previous year, the total being 973.12 piculs, but, of course, this does not include the import through native Custom-houses and from other sources. The amount of Malwa and Patna imported in 1864 was 2,490 piculs, and in giving these figures the then Commissioner of Customs, Mr. G. B. GLOVER, laconically observes,—"The amount stated above is about one-tenth of the entire importation, the remaining nine-tenths being smuggled." Speaking of the Canton Opium trade Sir BROOKE ROBERTSON says:—"Taking an average of the past ten years, the amount of Opium imported into Hong Kong is almost at par, thus showing that the increase, if any there be, is very slow, and by no means supports the assertions of philanthropists at home that it is gradually sapping the life of the Empire. . . . That its use may be abused is probable, but excess carries with it, among the Chinese, the same amount of moral degradation as inebriety does with us."

THE CHINA TRADE.

(CONCLUSION.)

IN the last article which we published on the above-named subject we showed that the various circumstances connected with the history of commerce in China since the conclusion of the Tientsin Treaty go to prove that the chief cause of the present depression in the trade is the degree to which enterprise is limited in China through the restrictiveness of the officials, which almost entirely excludes capital from local investment. In confirmation of this view, we would, in conclusion, call attention to one salient fact, which is of itself sufficient to show the magnitude of the field for foreign enterprise which exists in China. A comparison of the normal rates of interest in the large monetary centres of Europe with those in China will demonstrate conclusively what could be done were the country opened up to foreign enterprise. In Europe interest on money lent on good security varies between three and four per cent., while in China, as is well known to all who have been engaged in the trade, the normal rate of interest is twelve per cent., with good mercantile security in the form of cargoes and the like pledges. In Hong Kong and the Treaty ports, where foreign banks are established, this rate is no longer to be obtained, but that it is the average rate among the Chinese is proved by our experience in the earlier days of the China trade. The measure of what could be done in China merely as a direct means of investing capital, were the country opened up and due protection to commerce afforded, is represented by the difference between three and twelve per cent. interest. No doubt as trade progressed this difference would naturally be shared between the Chinese trader

and the foreign capitalist, and an average rate of interest between these two extremes become established. The extent to which that average rate was under twelve per cent. would represent the direct gain in a purely financial point of view to the Chinese borrower and the extent to which it would be over three to four per cent. the advantage to the foreign capitalist. In precisely a similar way would advantage be gained both to producer and consumer in respect to British manufactures were the restrictions removed which at present prevent our goods having free access to the interior marts; and which enhance the price of produce brought down from the country for sale to foreign merchants. The benefits which it has always been held would accrue from the opening up of China will thus be seen to be of no mere imaginary or visionary nature. Facts familiar to all who have watched the progress of events prove the results which would be anticipated upon general grounds as likely to accrue from the attempt to conduct a large import and export trade upon the restricted basis of our relations with China to have been brought about, and make it impossible to doubt that, though well adapted as a temporary and tentative measure, the conditions of the Treaty limiting our right of trade to the Treaty ports, and precluding all enterprise or even any legitimate sphere for the investment of foreign capital in the interior, are too restricted to admit of that progress and expansion of trade which must of necessity arise in the process of years. It is therefore the part of those interested in our trade with China to endeavour to induce their respective Governments, and more especially the British Government, which is most largely interested in the question, to bring about some revision in the Treaty, which will give further play to foreign enterprise in China, and tend to make the trade one with the whole country and not merely with the coast. In proportion as this end is attained there will be a field opened to foreign capital and enterprise, the limits of which can scarcely be over-estimated. The time has, therefore, assuredly come for a consideration of a future revision of the Treaty with a view to meeting the state of affairs actually existing, and it is to be hoped that between this and the year 1878, when another decade from the signature of the Tientsin Treaty will have passed, and the time will have again arrived for demanding a revision, the Chambers of Commerce not only in China, but also in London, Manchester, and other commercial centres largely interested in the trade, will have taken steps to place the Government in possession of such information as will induce them to insist upon the Chinese granting such concessions for trade in the interior of the country and for the introduction of foreign improvement, if possible also of railways and the like enterprises, as will have the effect of making the field for our trading powers and our capital much more in proportion to the appliances and industry we are able to introduce than they can possibly be while our trade consists only in the comparatively small business which is filtered through endless sieves of obstructiveness between the Treaty ports and the interior of the country.

A REUTER'S telegram was received on Friday last in which it is stated that the reported settlement of the difficulty consequent upon the murder of Mr. MARGARY was premature, and that the only terms agreed upon are that a Special Ambassador shall be sent to London, and that LI-HUNG-CHANG will institute a commission of inquiry in Yunnan. It is important to note that it is not stated whether this is to be a joint commission or one exclusively under Chinese direction. If it be the latter, we may take it for certain that nothing will really be done to punish the offenders. The change in the aspect of the news is probably to be accounted for by the Chinese having agreed to the conditions as before reported, but afterwards, according to their inveterate custom, having commenced to hamper them with conditions such as will render them completely nugatory. It is evident that the loophole of sending the Special Ambassador to England is being availed of as the means to gain time to afford an opportunity of evading giving any substantial reparation, and that unless prompt steps be taken and a firm attitude be adopted, the guilty parties will be allowed to escape unpunished.

AN extraordinary rumour has, according to the *North China Daily News*, gained currency to the effect that the Chinaman for whose murder one FAWCETT was tried at Chefoo was not killed. It appears that at the trial the only proof of the death was a written report of the inquest, to which the prisoner's counsel took exception. We fully agree with our China contemporary, that the most searching investigation ought to be made upon the subject, as it is a most serious matter if the English law Courts in China are to be made the means of bringing false accusations in capital cases. The mere fact that this rumour has gained general currency ought to be a warning of the paramount necessity of rigidly adhering to the strictest rules in the reception of testimony from Chinese witnesses.

WE observe that the Hong Kong, Canton, and Macao Steam Navigation Company have decided to have their business conducted by a board of directors instead of placing their vessels in the hands of agents. In consequence of this they have been threatened with opposition, in one instance in a very pointed manner; but they will at least have general sympathy in not having submitted to coercion of this character, and it is to be hoped that they will be able to carry on the affairs of the company in such a way as will enable them to continue to command the position which they have hitherto held. The Company's vessels are well and favourably known to the Chinese, and when once this is the case it is not very easy to establish a successful opposition.

SIR ARTHUR KENNEDY, accompanied by Captain O'CALLAGHAN, will sail for Hong Kong, to resume the office of Governor, on the 24th of October.

Monetary and Commercial.

Tenders for £700,000 in bills on India were received on the 15th inst. at the Bank of England. The amounts allotted were:—To Calcutta, £446,500; Bombay, £184,200; and Madras, £11,000. Tenders on all Presidencies at 1s. 9½d. will receive in full. No allotments were made under that price. These results show a better demand existing for means of remittance to the East.

The report of the directors of the London Bank of Mexico and South America states that after paying charges, deducting rebate, and making provision for bad and doubtful debts, there is an available balance of £16,272. Owing, as stated, to the financial crisis in Peru, the directors are unable to recommend a higher dividend than at the rate of 6 per cent. per annum, which will leave £1,272 to be carried forward.

The directors of the Ionian Bank have declared a dividend and bonus for the half-year ending June 30, at the rate of 8 per cent. per annum.

A telegram from San Francisco states that the financial situation continues to improve. The subscriptions to the guarantee fund of the Bank of California now reach \$7,000,000.

It is announced that the Anglo-American Telegraph Company will on and after the 15th inst. reduce its rate for messages to New York to 1s. per word. In lowering their charge by 50 per cent. the company evidently has made up its mind to run the Direct United States Cable Company very hard, whose tariff at present is 2s. per word for day messages, and 1s. 2d. in the night to New York. At the existing rate of 2s. per word the average receipts of the Anglo-American Company are about £36,000 per month, or say £430,000 per annum, from which all expenses of working and management have to be deducted, and a dividend paid on a capital of seven millions. The rival company's capital is a little over a million and a quarter. With the reduced rate of 1s. per word it would, of course, require double the existing number of messages to be forwarded to produce the same amount as at present, and, were these obtained, there would of necessity be an increase in the working expenses.

The suspension has been announced of Mr. John Entwistle, of East India-avenue, in the East India trade. The liabilities are understood to be about £100,000. The business originated in 1839 under the title of Entwistle and Gartnett, and the firm has enjoyed a good credit.

It is stated that Mr. John H. Watt, merchant, and member of the Town Council of Glasgow, has been unable to meet his engagements. The amount of his liabilities is estimated at £50,000. It is expected that the estate will turn out well.

Advices from New York announce the failure of Messrs. F. Schuchardt and Sons, bankers and merchants of that city. The house had been established for half a century, and its business

connections were extensive. It is understood that the suspension was partly occasioned through railway ventures. The liabilities are not stated, and, although they are considered to be very large, the belief at present is that they will be ultimately paid in full.

The failure of Messrs. Hallett, Manning, and Prentis, insurance brokers and merchants, is also announced.

The deliveries of tea from the bonded warehouses in London for the week ended the 11th inst. amounted to 3,762,847 lb., of which 2,172,839 lb. was for home consumption, 847,058 lb. was removed coastwise, 610,478 lb. was exported, 129,409 lb. was sent coastwise for export, and 3,063 lb. was for ships' stores. The duty received was £54,321, being about $\frac{1}{2}$ per cent. more than in the previous week.

Bar Silver has been in good demand, and the price has been maintained at 56 $\frac{1}{2}$ d. per oz. standard. The supply has been very limited. Mexican Dollars to the amount of about £190,000 have been disposed of at 55 $\frac{1}{2}$ d. per oz.

BANK AND MISCELLANEOUS SHARES.

Shares.		Paid.	Closing Prices.
JOINT-STOCK BANKS.			
410	Agra...	All	54 to 8 $\frac{1}{2}$
25	Bank of Egypt ...	All	46 to 48
90	Chartered of India, Aust., and China ...	All	16 $\frac{1}{2}$ to 16 $\frac{1}{2}$
35	Chartered Merc. of India and China ...	All	19 to 21
90	City ...	10	12 $\frac{1}{2}$ to 13 $\frac{1}{2}$
100	Colonial ...	30	57 to 59
500fr.	Comptoir D'Escompte de Paris ...	All	596 $\frac{1}{2}$ fr.
Th.900	Deutsche ...	All	Th.166 $\frac{1}{2}$
£38 $\frac{1}{2}$	Hong Kong and Shanghai ...	All	16 to 18
80	Imperial ...	15	17 to 18
60	London and County ...	20	59 to 61
80	London Joint-Stock ...	15	45 to 47
100	London and Westminster ...	90	63 $\frac{1}{2}$ to 64 $\frac{1}{2}$
25	Oriental ...	All	44 $\frac{1}{2}$ to 45 $\frac{1}{2}$
80	Union of London ...	15	42 $\frac{1}{2}$ to 43 $\frac{1}{2}$
TELEGRAPH COMPANIES.			
10	Eastern Extension Australia and China ...	All	7 $\frac{1}{2}$ to 7 $\frac{1}{2}$
10	Eastern Telegraph ...	All	7 $\frac{1}{2}$ to 7 $\frac{1}{2}$
10	Great Northern ...	All	9 $\frac{1}{2}$ to 9 $\frac{1}{2}$
25	Indo-European ...	All	20 to 21
10	Mediterranean Extension ...	All	2 $\frac{1}{2}$ to 3 $\frac{1}{2}$
12	Telegraph Construction Company ...	All	21 $\frac{1}{2}$ to 22 $\frac{1}{2}$
90	India-rub., Gutta-perc., & Teleg. Works ...	All	20 to 21
8	Reuter's ...	All	10 to 10 $\frac{1}{2}$
INSURANCE COMPANIES.			
100	Alliance Marine ...	25	
90	British and Foreign Marine ...	4	
80	Commercial Union ...	5	6 to 7 pm.
90	Globe Marine ...	4	1 $\frac{1}{2}$ to 0 $\frac{1}{2}$ dis.
60	Home and Colonial Marine ...	5	
10	Imperial Marine ...	3	
90	London and Provincial Marine... ..	2	$\frac{1}{2}$ to 1 pm.
10	Merchants' Marine ...	2	3 to 1 dis.
60	North British and Mercantile ...	6 $\frac{1}{2}$	35 to 37
25	Ocean Marine ...	5	8 to 4 pm.
90	Thames and Mersey ...	2	8 $\frac{1}{2}$ to 4 pm.
90	Thetis Marine ...	10	
60	Union Marine, Liverpool ...	5	
90	Universal Marine... ..	5	3 to 4 pm.
TEA COMPANIES.			
50	Assam ...	20	48 to 50
90	British Indian ...	All	6 to 7
90	Darjeeling ...	All	16 $\frac{1}{2}$ to 17 $\frac{1}{2}$
10	Eastern Assam ...	All	44 to 5
90	Jorehaut, Limited... ..	All	55 to 60
90	Do. ...	14	
10	Leibong ...	All	13 $\frac{1}{2}$ to 14 $\frac{1}{2}$
10	Upper Assam ...	All	1 $\frac{1}{2}$ to 2 $\frac{1}{2}$
MISCELLANEOUS COMPANIES.			
90	Ceylon ...	All	
90	Do. ...	10	5 $\frac{1}{2}$ to 5 $\frac{1}{2}$ dis.
90	Do. ...	5	
60	Colonial ...	20	11 to 9 dis.
5	Credit Foncier of England ...	All	1 $\frac{1}{2}$ to 2
10	General Credit and Discount ...	7 $\frac{1}{2}$	7 $\frac{1}{2}$ to 8
10	Hong Kong Gas ...	All	15 to 16
10	International Finance ...	5	11 to 1 $\frac{1}{2}$ dis.
25	National Discount ...	5	8 $\frac{1}{2}$ to 9 $\frac{1}{2}$
500fr.	Messageries Maritimes of France ...	All	655 fr.
£50	P. and O. Steam ...	All	43 to 45
60	Do. Do. ... 1867 ...	10	7 to 5 dis.
100	Royal Mail Steam... ..	60	66 to 69
409fr.	Suez Canal... ..	—	737 $\frac{1}{2}$ fr.
	Amoor River Navigation Six per Cent... ..	All	
£98	Japan Loan, 9 per cent. ...	All	109 to 111
99 $\frac{1}{2}$	Do. 7 per cent.... ..	All	104 to 106

ARTICLES OF IMPORT.

TEA.

Messrs. Arthur Capel and Co.'s Circular says:—The firmer tone noticed in our market during the past two weeks still continues, with a fair amount of business doing, buyers only purchasing for actual wants. Importers generally are holding for full prices, the arrivals being still moderate. The second crop black-leaf Congous have sold at full rates, quality considered. Public sales have been on a limited scale. The public sales have been again small, comprising only 6,334 packages, the whole of which were sold without reserve. The Deliveries for the week, as compared with last year, are as follows, viz.:—

	1875.	1874.
Home Consumption ...	2,225,463	2,147,765
Coastwise ...	873,278	870,744
Exports ...	662,415	859,606
	3,761,156	3,878,115

Congous.—Red-leaf kinds: Siftings show no alteration. Old season's common to fair remain as before. Fair Kaisows have been saleable at last week's prices. Fair to good medium Saryunes have been in request at full prices. Good to fine Kaisows show no change, finest being in limited request. Pak Lin kinds maintain the improvement lately quoted. Black-leaf kinds: Common to fair of old import still realise low rates. In new, common are difficult of sale from 10d. to 11d. per lb. Fair to good medium from 1s. 2d. to 1s. 5d. have been in demand, and full prices have been paid; good to fine show no change; in finest there has not been much done. In new-make kinds common have sold at previous prices; fair show no change; good kinds have been in demand. Oolongs still remain difficult of sale. Souchongs have sold at full prices for good to fine kinds. **Scented Teas.**—Canton Capers maintain the improvement last quoted, and a fair amount of business has been done. Orange Pekoes remain as before, Macao kinds selling better than the long-leaf kinds. Foochow Capers show no change. Orange Pekoes have been in request from 1s. 6d. to 1s. 8d. for good to fine. Some finest have been sold from 2s. to 2s. 1d. per lb. **Green Teas.**—The sale of new Ping Suey went off heavily, and prices ruled low. Gunpowders from 10 $\frac{1}{2}$ d. to 2s. 1 $\frac{1}{2}$ d. per lb. Young Hysons from 9 $\frac{1}{2}$ d. to 1s. 1 $\frac{1}{2}$ d. per lb. Other kinds also sell slowly at auction.

SILK.

The tone of the Market has improved, and there is a better demand for nearly all classes of Silk. Prices of Chinas and Cantons are steadier and those of Japans have advanced fully 6d. per lb. Deliveries 1st to 15th inclusive:—China, 1,670 Bales; Canton, 224; Japan, 226; Total 2,120 bales.

LONDON QUOTATIONS—SEPT. 17.

CHINA.		
Tantlee, No. 1 ...	19s. 6d. to 20s. 6d.	
" No. 2 ...	18s. 6d. to 19s. 6d.	
" No. 3 ...	17s. 6d. to 18s. 6d.	
" Red Peacock ...	14s. 6d. to 15s. 6d.	
Yuenfa and Hainin, Nos. 1, 2, and 3 ...	13s. 6d. to 14s. 6d.	
Taysam Keying, Nos. 2 and 3 ...	13s. 6d. to 15s. 6d.	
Long Reel ...	10s. 6d. to 11s. 6d.	
Canton ...	10s. 6d. to 14s. 6d.	
Chinese Thrown ...	13s. 6d. to 14s. 6d.	
JAPAN.		
Maibash and Sinchu, Nos. 1, 2, and 3 ...	14s. 6d. to 17s. 6d.	
Idah ...	(none)	
Sodai ...	(none)	
Oshiu, Nos. 2 and 3 ...	16s. 6d. to 18s. 6d.	
Koshu ...	(none)	
Eichizen ...	(none)	
Mashita ...	(none)	
Hsteboji ...	(none)	

Messrs. Arles, Dufour, and Co.'s Lyons Circular, dated 11th inst., says:—Chinas have led to a very moderate business, in consequence of the large figures of direct imports in the hands of consumers. This circumstance, coupled with the poor quality of the silk, has established prices in favour of buyers. We may, however, safely anticipate a large consumption of Asiatic raws for the season, and it is to be hoped that prices will show more firmness when supplies are partially exhausted.

COFFEE.

The market for Plantation Ceylon has remained in a dull state, and prices have continually given way until Thursday, when the demand revived, and rather dearer rates were paid, still leaving prices quite 2s. 6d. lower than a fortnight ago, middling closing at 112s. 6d. to 113s. Native has declined about 2s., fine ordinary selling at 97s. The current quotations are plantation triage and ordinary 87s. 6d. to 100s., grey to colour small 101s. to 108s. 6d., low middling grey 109s. to 111s. 6d., middling 112s. to 113s. 6d., good middling to good bold colour, 114s. to 117s. 6d.; fine 118s. to 119s., pea-berry 125s. to 131s. 6d. Native triage 84s. 6d., fine bold 104s. to 105s., pea-berry 105s. 6d. to 106s. 6d., fine ordinary 97s. per cwt. The only sale of other East India has been 276 bags mixed brownish Singapore at 85s. per cwt.

The Dutch Trading Company have announced their next public sale for the 22nd inst., when 96,856 bags Java will be offered; good ordinary valued at 60c.

SUGAR.

With a plentiful actual supply, and an exceptionally abundant crop of beetroot in anticipation, the previous depression and languor has been further prolonged, and, as holders have shown an increased desire to sell, prices have again given way, and are now not only the lowest for the present year but for several preceding. The market for Manila continues stagnant, and only a moderate business has been done, consisting of unclayed Ilo Ilo at 15s. 6d. In other kinds little has been done. In auction 22,025 bags clayed were all bought in, good to superior at 17s. 6d. to 19s. 6d. **Penang.**—Native kinds, of which supplies almost entirely consist, are neglected, and in auction of 9,453 bags only 2,000 bags good sold at 16s. 3d., the remainder being bought in at 16s. to 17s. per cwt.

COTTON.—Almost uninterrupted dulness has prevailed in this market, and prices have shown a downward tendency throughout, but the actual variation in value is slight. On the spot Tinnivelly has been in fair request, closing at 5 $\frac{1}{2}$ d. for good fair, and Western Madras at 4 $\frac{1}{2}$ d. for fair, but the total transactions are considerably less than in the preceding interval. Afloat the sales have been small, consisting chiefly of good fair Tinnivelly, closing at 5 $\frac{1}{2}$ d., or $\frac{1}{2}$ d. lower.

COCONUT OIL.—The demand for Ceylon has continued to expand, and prices are again rather higher; 120 hhds. have been sold at £38, 40 to 50 tons at £38 5s., 100 tons in pipes fair to fine at £37 10s. to £38, and 100 tons in course of landing at £38, whilst for arrival of August and September shipment several hundred tons have changed hands at £37 10s., with further buyers thereat; since when 80 tons June sailing have realised £38 5s. for pipes and £38 10s. for hogsheds, and 100 tons May sailing, chiefly pipes, at £38 5s. per ton.

CUTCH.—At auction of 2,600 boxes fine Pegue (Cock mark), just arrived, 200 boxes sold at 26s., being easier transactions. Privately small transactions have occurred in fine Pegue at 27s., Elephant at 27s. 6d. per cwt.

CANTHARIDES.—8 cases China sold at 3s. 4d. to 3s. 6d.

CHINA PRESERVE.—At auction 150 cases Ginger (Chyloong) of old

import sold at 7d., also 32 cases (20 tins each) dry ditto at 8d. to 8½d.

CAMPOR.—The market has been rather firmer, and about 300 cases China have changed hands, old reweights at 70s.; new landing weights at 69s. to 69s. 6d., closing with sellers of the former at 72s. 6d., and the latter 70s. per cwt.

CUBES.—Market steady; of 175 bags offered about one-third was sold at 25s. 6d. for fair stalky quality.

COLOMBO ROOT.—Good and fine quality continues scarce, and in request.

COIR GOODS.—At auction about 400 bales and 100 tons Yarn met a good demand, and the bulk found buyers at full prices to an advance of £1 per ton. Of 750 bales Cochin Fibre, about 500 sold at rather dearer rates. About 40 tons Rope retired.

DRAGON'S-BLOOD has been steady; at auction 30 cases offered, 10 sold, good at £8 10s., fair £6 17s. 6d. per cwt.

EBONY.—Market firm. At auction 18 tons (133 logs) Ceylon common small at £8 to £8 10s. per ton.

ESSENTIAL OILS.—*Aniseed* quiet; small sales at previous value; 25 cases at auction retired. *Cassia* easier; about 25 cases sold at 4s. 2d. to 4s. 3d. *Nutmeg* steady; of 13 cases, one-third sold at 6½d. for yellowish. *Cinnamon* quiet. *Citronelle* firm; 23 cases retired and held for an advance; 1 case sold at 1½d. for middling. *Lemon Grass* steady; 29 cases at auction sold at 2½d.

GALLS.—The upward movement in value of China has continued, and privately 50 cases have been sold at 75s. At public sale 105 cases China were offered and bought in at 72s. 6d. Statement of the movements of China and Japan Galls for the first eight months of the three years:—

	1875.	1874.	1873.
Landed boxes	4,983	4,620	6,281
Delivered	4,334	4,748	4,889
Stock, Aug. 31	1,066	1,543	3,365

GUMS.—*Benjamin*: Siam steady, and 6 cases offered sold at £8 for seed, in block. *Sumatra* steady; of 53 cases, two thirds sold at £3 5s. to £9 for fair seconds, and £6 7s. 6d. to £6 15s. dark dull drossy. *Copal* steady, but only small sales; 1,064 bags at auction retired. *Damar* firmly held and little offering; 96 cases retired, and other parcels offer this day. *Gamboge* quiet, but firmly held; 10 cases offered and sold at £10 10s. to £10 12s. 6d. for fair pipe partly run, and £10 5s. little mixed.

GALANGAL ROOT.—Market steady; of 460 packages in public sale, 50 cases sold at 22s. per cwt. for fair quality.

GUTTA-PERCHA has been extremely dull.

GAMBIER has assumed a firmer tone, but the sales of block amount to only about 100 tons, at 28s. ex ship, and 28s. 6d. to 29s. for whole bales, and ex quay. At auction of 1,104 bags free cubes of fresh import, 445 bags fine pale sold at full to dearer rates, at 40s. to 41s. per cwt. For arrival 200 tons have been sold at higher rates, viz., July at about 27s. ex ship. Statement of the Imports, &c. of Gambier in the first eight months of the three years:—

	1875.	1874.	1873.
Landed tons	3,773	2,896	4,151
Delivered	3,543	3,897	3,773
Stock, Aug. 31	540	233	917

HEMP.—Supplies of Manila keep the market in a dull state; only about 400 bales have changed hands privately, and at the auctions 1,138 bales met only lower offers, and were all bought in or withdrawn; 50 bales white Quilot have been sold at £46, and 39 bales Sunn, No. 1, at £20, extra £23 10s., No. 2 at £15 10s. to £16, No. 3 at £13 15s. to £14 per ton.

HIDES.—In the public sales Singapore Ox and Cow were in small supply, and very little was done. Buffalo, Singapore, &c., were rather easier, with a limited inquiry, and other sorts unchanged.

HORNS.—In the sales Siam and Calcutta Buffalo sold at full to rather dearer prices, and Deer Horns were generally higher, especially for small kinds; 39,044 (49 tons) Siam Buffalo partly sold, average 731 to 643 horns 42s. 6d. to 43s., damaged, &c., from 37s. to 42s. 6d. per cwt.; 4,436 (2 tons) Ceylon Deer sold, average 2,010 horns at 83s.

JAPAN WAX exhibits a slight decline; early in the week about 250 cases fair saucer changed hands at 49s., and of 593 boxes at auction a very small proportion sold at 52s. for fine and 48s. fair but yellowish. Further offers were made yesterday when 50 boxes good squares sold at 51s. 6d. per cwt.

MUSK.—Pod has again brought high figures for good and fine quality, but rough and horny has sold slightly easier. Public sales have embraced 73 caddies and tins Tonquin, of which 50 were sold, fair to fine selected even well-shaped pods at 40s. to 49s.; skinny flat pods 23s. to 24s. 6d., rough horny and bally 13s. to 16s.; 8 tins Yunnan fair sold at 36s. 6d. to 37s. 6d.; and of 13 tins grain retired about 6 sold subsequently at 47s. 6d. to 50s., being about the previous value.

PEPPER.—Towards the close of last week a speculative demand was apparent, and some quantity changed hands, Singapore up to 5½d., Penang 4½d. At auction, of 8,400 bags offered, a very small proportion only sold, Singapore at 5½d. to 5½d., Trang last week at 4½d., West Coast at 5d. Afloat about 100 tons are reported, Singapore 5½d., Penang at 4½d. *White* has been rather firmer, with sales of 400 to 500 bags privately, and at auction was again higher; of 960 bags offered half sold, Singapore, good, at 8½d., fair at 7½d., Penang, good, at 7½d.

PLUMBAGO.—At auction 481 barrels new Ceylon were offered, of which 274 barrels found buyers at about former rates, common to fair dust 7s. 9d. to 8s. 3d., fine chips 11s. 6d., small lump 15s. per cwt.

RHUBARB.—China continues steady, but quiet. At sale of 115 cases offered 50 sold at 9d. to 10d. for ordinary wormy; 1s. 1d. to 1s. 6d. for middling pale dull; and 1s. 11d. to 2s. 9d. for good medium and bold.

RATTANS.—At sale 103 bundles Rangoon damaged sold at £16 10s. to £17s. 6s., and about 20 tons good sold at £24 to £26.

RICE.—Extensive arrivals of floating cargoes at ports of call have depressed the market, and sales have been effected slowly at declining prices, closing 3d. lower for Rangoon, and Necransie, which is proving of indifferent quality, is 6d. lower. On the spot the demand for all de-

scriptions has been limited, and only scanty sales have been made, Bengal as well as soft grain kinds rather cheaper, but Madras is slightly higher. On the spot white Bengal has been sold at 11s. 3d., Ballam at 11s. 3d., Madras at 10s. to 10s. 3d., and old Necransie at 7s. 3d.

SPICES.—*Cassia Lignea* has been more inquired for, and business has been done in unworked at 54s., also contracts afloat, to the extent of about 10,000 boxes, supposed at 45s. c. and f. At auction of 948 boxes unworked only about 200 boxes sold at 54s., mouldy and broken at 51s. to 52s. *Cloves*: Penang have not been dealt in to any extent. *Amboy* have been quiet and are easier; of 100 bags offered, the bulk old "without reserve" at 1s. 6½d. for good. *Mace*: No business done. *Nutmegs* are about 2d. per lb. lower for medium and large, and 1d. small. The sales have embraced 250 casks and cases, of which over half sold; 63's fair at 4s. 2d.; 79's to 72's 3s. 6d. to 3s. 9d.; 121's to 110's 2s. 10d. to 2s. 11d.

STICKLAC.—Of 211 boxes Siam brought to auction 60 boxes sold, fine free from wood but part shivered at 95s., hard block 75s. to 76s. Small private sales reported at 92s. 6d. to 97s. 6d. per cwt.

STAR ANISEEDS.—Market steady; small sales of fair quality, but broken, effected at £5 10s. per cwt.

SAPANWOOD continues scarce; a portion of 25 tons damaged Manila offered was quitted at £9 5s. per ton.

SOY.—Small business doing at 2s. 2d. per gallon.

SAGO.—A larger supply of small Pearl has been offered at auction than for some time past, and prices gave way 1s. per cwt. Of 1,972 bags small about 1,000 bags sold, fine at 13s. 6d. to 19s., fair 18s., dull 17s., heated at 13s. to 14s.; 151 bags medium bought in at 17s. to 17s. 6d., and 340 bags large at 17s. 6d. *Flour*: 275 bags good Singapore were sold at 13s. 3d. to 13s. 6d.

TAPIOCA.—Of 1,321 bags Singapore 700 bags sold, good at 2½d., chiefly bold Malacca sort at 2d. to 2½d., the remainder bought in at 2½d. 460 bags Alma Penang partly sold, superior bold white at 3d. *Pearl Tapioca*: Of 240 bags good small about 100 bags sold at 21s. *Flour*: 782 bags Alma Penang went off slowly, and only 200 bags sold rather lower at 2½d.

TIN.—The advancing tendency in the market noted last week has continued; Straits is now firm at £83 10s. on the spot and afloat; Banca is quoted £91, Billiton £86 per ton.

VERMILION.—Small sales of China reported at 5s. 6d. per lb.

ARTICLES OF EXPORT.

MANCHESTER GOODS.

Quietness has again been the predominant feature in this Market, with a slack demand in most departments, the exception being low qualities of Shirtings, which have been in fair inquiry, principally for Calcutta. Business however has not been extensive, owing to the steadiness of producers, who will not entertain the offers that would lead to increased activity.

QUOTATIONS FOR CHINA GOODS.

	lbs.	Count.	Reference	Price.	Price this time last year.
Grey Shirtings ... 39 in...	7	14x13	37	6/6	6/9
Do.	7	14x13	38	7/7½	8/0
Do.	8 4	16x15	39	7/9	8/0
Do.	8 4	16x15	40	9/0	9/6
Do.	9	19x19	41	11/0	11/6
Do.	10	19x19	42	11/10½	13/6
T-Cloths 32 in...	6	14x14	43	5/0	5/3
Do.	6	15x15	44	5/6	5/6
Do.	7	15x15	45	5/9	6/0
Do.	7	16x16	46	6/1½	6/3
Mexican	7	18x18	47	6/3	6/6
Do.	7	18x19	48	7/0	7/6
Do. 36 in...	8	18x18	49	7/3	7/6
Do.	8	18x18	50	8/0	8/6
Spots White...	—	—	51	10/0	10/1½
Brocades	—	—	52	10/3	10/1½
Drills 30 in...	15	—	53	5 5-16d.	8d.
Do.	15	—	54	3½d.	3½d.
Jen's	8	—	55	7/9	8/1½
Do.	8	—	56	9/0	9/0
Water Twist	—	16/24	—	28/32	—
Good Seconds	—	19	—	11½	—
Best do.	—	11	—	12½	—

Shipping Intelligence.

DEPARTURES.

Date.	Ship.	Captain.	For	From
Sep. 2	Regulus	Holte	Yokohama	New York
4	Iphigenia	Matzen	Hong Kong	Hamburg
5	Mary Witridge	Cutler	Shanghai	New York
6	Betsy	—	Batavia	Amsterdam
7	Conrad (s.)	De Ridder	Do.	Southampton
7	Christian	Wildfang	Hong Kong	Cardiff
9	Lotus (s.)	Gray	China and Japan	London
9	G. H. Betz	—	Macassar	Amsterdam
10	Viking (s.)	Castle	Shanghai	London
10	Jacob Roggeveen	Rolf	Batavia	Amsterdam
10	Richard	Hetmeyer	Basen	Greenock
12	Tamesa	Green	Yokohama	London
12	Western Chief	—	Do.	Do.
13	Omha	Thompson	Shanghai	Do.
13	Braemar Castle (s.)	Marshall	Do.	Do.
13	Saga	—	Singapore	Shields
13	Guilia	Guaretto	Do.	Cardiff
13	Cottardin	Manuel	Do.	Do.
13	Magdala	Hutchinson	Colombo	Do.
14	Kermalo	Rouille	Singapore	Do.
14	Agostino D.	—	Do.	Do.
14	Asterion	Bagley	Do.	Do.
14	Turkish Empire	Adamson	Galle	Do.
14	Indian Empire	Watson	Do.	Do.
15	No. 1 (s.)	Longa	Manila	Liverpool
15	Ellen Browne	Beeching	Shanghai	London
15	Yorkshire (s.)	—	Colombo	Do.

ARRIVALS.

Date.	Ship.	Captain.	From	At
Sep. 6	Jan van Brakel	De Roever	Macassar	Amsterdam
7	Dihharree	McNeilly	Hong Kong	Astoria O.
8	Zuid Holland	Borrendam	Banjocwangie	Rotterdam
8	Alcedo	Overgaard	Akyab	Falmouth
8	Venezia	Praia	Rangoon	Queenstown
8	Gustav Adolph	Mohr	Do.	Falmouth
8	Sarah and Emma	Pritchard	Do.	Do.
8	Burmah	Nicholson	Do.	Do.
9	Oiga N.	Couch	Do.	Do.
9	Felicia Chiarzo	Molle	Do.	Do.
9	Bianca Sorzone	Francescone	Do.	Do.
9	Kingdom of Saxony	—	Singapore	Boston, U.S.
9	Maria Sarah	Volkeris	Do.	Marseilles
9	Lofvald	Stephenson	Akyab	Falmouth
9	Laaker	Rabe	Maulmain	Do.
9	Kate Covert	Faulke	Rangoon, for Bremen	Queenstown
9	Mutlah	Farquhar	Java	Falmouth
9	Bjorgvin	Olsen	Samarang	Do.
10	Craigforth (s.)	Scott	Shanghai	London
10	Gefon	Johansen	Akyab	Falmouth
10	Mina	Wahlgren	Do.	Do.
10	Frederic	Bandrouet	Do.	Do.
10	Montana	Desploues	Do.	St. Nazaire
10	Albion	Bronlund	Do.	Falmouth
10	Tramere	Ellis	Rangoon	Do.
10	John Nicholson	Grierson	Manila	Liverpool
10	Oxford	Beaver	Colombo	London
10	Guinevere	Keith	Akyab	Falmouth
11	Ydun	Hagemann	Bassin	Do.
11	Madre	Marana	Rangoon	Do.
11	Alberto	Cornich	Do.	Do.
11	Tommasco	Sosto	Do.	Do.
11	Gaule	—	Do.	Do.
12	Hawkhope	Flett	Java	Do.
12	India Packet	Diepering	Tjilatjap	Amsterdam
12	Yanikale	Woods	Sourabaya	Do.
12	Colombo	—	Batavia, for Amsteln.	Plymouth
12	Rangoon	Traverso	Rangoon	Falmouth
12	Glamis Castle (s.)	Raisson	Foochow	London
12	Altona (s.)	Hore	Shanghai	Do.
12	Alexandra	Trickey	Rangoon	Do.
12	David Malcolmson	Marrow	Bassin	Liverpool
12	Annie Lowry	Gales	Rangoon	Do.
12	Cawdor Castle (s.)	Greig	Hankow	London
12	Yvonne	Combet	Batavia	Do.

See Shipping Postscript and Correspondents' Letters.

LOADING.

At LONDON.—STEAMERS VIA SUEZ CANAL.—For Penang, Singapore, Hong Kong, Shanghai, Yokohama, and Hiogo: Bengal. For Singapore, Hong Kong, and Shanghai: Venice, Montgomeryshire. For Batavia: Fiery Cross.

SAILING VESSELS.—For Yokohama and Hiogo: Ullock, Banda. For Hong Kong: Carricks, Sir Harry Parkes, Caroline, Belted Will. For Batavia, Samarang, and Sourabaya: Sir Robert Sale, Professor Van der Boon Mesch. For Singapore: Mallard. For Penang: Ocean Rover. For Colombo: Coldinghame, Haidee, Felixstowe, Hawk.

At LIVERPOOL.—For Yokohama: Lochleven Castle. For Penang, Singapore, Hong Kong, and Shanghai: Glaucus (str.), Deucalion (str.), Achilles (str.), Anchises (str.), Ajax (str.). For Manila: Yruruc Bat (str.). For Batavia: Loch Doon. For Singapore: Batrak (str.), Willy Rickmers.

SPOKEN.

DORDRECHT II., Rotterdam to Samarang, July 25, 11.44 N., 26.34 W. ALBUERA, London to Yokohama, Sept. 2, 46 N., 33 W. NELLY, Amsterdam to Macassar, July 26, 9 N., 26 W. BUSTON VALE, Cardiff to Galle, July 31, 9.15 N., 24 W. TROMP, Java to Nieuwe Diep, Aug. 8, 24 N. 37.30 W. FRIESLAND, Amsterdam to Samarang, Aug. 23, 41 N., 68 W. FLYING SPUR, London to Yokohama, Aug. 4, 12 N., 26 W. ALBERT VICTOR, London to Shanghai (?), Aug. 5, 13 N., 26 W. HERA, Cardiff to Singapore, Aug. 4, 12.40 N., 26.7 W. WINDHOVER, London to Shanghai, Sept. 8, 48 N., 9 W.

FREIGHTS AND CHARTERS.

Current Rates of Freight for Vessels on the Berth.

Per STEAMERS VIA SUEZ CANAL.—To Yokohama: 50s. weight, 50s. meat. To Hiogo: 55s. weight, 55s. meat. To Nagasaki: 60s. weight, 65s. meat. To Shanghai: 35s. weight, 35s. meat. To Hankow: 60s. weight, 55s. meat. To Hong Kong: 35s. weight, 35s. meat. To Singapore: 35s. weight, 35s. meat. To Penang: 35s. weight, 35s. meat. To Colombo: 35s. weight or meat. To Batavia: 60s. meat. To Samarang: 65s. meat. To Sourabaya: 70s. meat.

Per SAILING VESSELS.—To Yokohama: 40s. weight, 30s. meat. To Hiogo: 40s. weight or meat. To Shanghai: 27s. 6d. weight, 25s. meat. To Hong Kong: 27s. 6d. weight, 25s. meat. To Singapore: 25s. weight, 20s. meat. To Penang: 25s. weight, 20s. meat. To Batavia, Samarang, and Sourabaya: 20s. to 25s. weight, 25s. to 30s. meat. To Colombo: 25s. weight, 22s. 6d. meat.

The current quotations for coal, &c., are as follows:—From Wear or Tyne, per keel.—To Yokohama: £32. To Shanghai: £30. To Hong Kong: £26. To Singapore: £20. To Penang: £23, f.c. To Colombo: £23. To Galle: £23. To Batavia and Sourabaya: 23s.

From Newport, Cardiff, or Swansea, per ton.—To Yokohama: 32s. 6d. To Shanghai: 30s. To Hong Kong: 27s. To Manila: 24s. To Singapore: 19s. To Colombo: 21s. To Galle: 20s. To Batavia and Sourabaya: 23s.

From Birkenhead, per ton.—To Hong Kong: 25s. To Shanghai: 28s. To Singapore: 15s. To Batavia and Sourabaya: 20s. To Galle: 18s.

CASUALTIES.

The Moonlight, Waterhouse, which arrived at New York, Aug. 30, from Batavia, had encountered heavy S.W. and W. gales for fourteen days off the Cape of Good Hope, during which she sprung mizentop-sail and lost sails.

The St. Kilda, at St. Helena, Aug. 17, from Zebu (sugar and hemp), and proceeded for Liverpool, had experienced a succession of gales from lat. 32 S., lon. 32 E. to the meridian of the Cape of Good Hope. On July 24, in lat. 32 S., lon. 31 E., it blew heavily from W.N.W. to W.S.W., and the vessel, after losing upper fore-topails and main-topgallantail, was hove-to for fifteen hours; very heavy sea. The gale continued, but less heavily, for thirty-two hours more.

The Straatsraad van Ewyck, ship, from Batavia to Amsterdam, with a cargo of coffee, sugar, hides, and sundries, arrived at Mauritius on Aug. 14, making from 8 in. to 9 in. of water, when in the roadstead. On Aug. 3, when in lat. 40.35 S., lon. 87 6 E., the vessel experienced very heavy weather from SSE. to E. Sprung a leak, making so much water that the pumps had to be kept going all the time. On Aug. 9, bore up for above port for repairs. She is about to begin discharging her cargo.

Advices from Hong Kong, dated Sept. 14, report:—The Deerhound, from Shanghai for London (tea), grounded on Palawan Shoal Aug. 30, and is breaking up; master and crew took to the boats, and were picked up and brought in here by the Leamond (? Lesmona).

MISCELLANEOUS.

CAPE ST. VINCENT.—Sept. 11, passed, Conrad (str.), from Nieuwe Diep, for Batavia.

CADIZ.—Arrived, Sept. 14, Leon (str.), from Manila, for Liverpool.

PORT SAID.—Arrived, Sept. 14, Priam, from Shanghai; Glenroy, from Hong Kong, both for London; Thomas Sorby, from Batavia, for Nieuwe Diep; 12, from Liverpool, for Manila, Aurrera; for Shanghai, Agamemnon; 14, from London, for Shanghai, Glenfinlas.

SUEZ.—Sept. 8, arrived, from Foochow, for London, Egeria; 10, Sea Gull; from Shanghai, Glengyle.

ROTTERDAM.—Sept. 11. The Maria Adolfin, from Java, which sunk in the Meuse, Sept. 6, has been raised, and is said to be staunch.

ST. HELENA.—Aug. 13, Moskwa, from Akyab, for Havre; Famiglia Prima, from Rangoon; 14, Emma F. Secor, from Akyab; 16, Eliza A. Kenny, from Rangoon, all three for Falmouth; Pactolus, from Bassein, for Bordeaux; 17, St. Kilda, from Zebu, for Liverpool; Dorothea, from Rangoon, Nereid, from Akyab, both for Channel; 18, Justitia, from Batavia, for New York; 20 W., G. Russell, from Akyab, for Channel; Shield, from Colombo for London.

MAURITIUS.—Arrived, Aug. 5, Secondo Tre Franciuli, from Rangoon; 14, Straatsraad van Ewyck, from Batavia; 16, Palestine, from Colombo, Star of India, from Rangoon; 19, Formosa, from Singapore.

LAUNCH.

On the 7th inst. Messrs. Lobnitz, Coulborn and Company successfully launched from their building yard, at Renfrew, a handsome screw-steamer of about 260 tons R.M. and 50 H.P. nominal, for a Singapore firm. The ceremony of naming the vessel the Pontianak was performed by Mrs. John Campbell, wife of the company's superintendent.

NOTICE TO MARINERS.

Cochin China.—Reported Rock off Cape Ti-wan.—Information has been received from Her Majesty's Consul at Saigon of the existence of a rock, lying in a south-easterly direction from Cape Ti-wan, and on which the British steam vessel Pernambuco (drawing 15 feet) struck, on her voyage from Hong Kong to Saigon, on the 18th June, 1875. This rock (Pernambuco rock) appeared to be about 40 feet in extent, but as the ship merely struck and passed over, no soundings were taken on it. The rock was, however, subsequently searched for in a boat, but no bottom was found at 10 fathoms. The position assigned to the rock by the master of the Pernambuco is 3½ miles S.E. by S. from Cape Ti-wan; this places the rock in lat. 10° 19' 18" N., long. 107° 16' 18" E. As the position of this reported danger is uncertain, vessels should not approach Cape Ti-wan nearer than 6 miles nor shoal the soundings to less than 11 fathoms at low water, until further particulars are known.—Hydrographic Office, Admiralty, Sept., 1875.

THE LOSS OF THE "ROBERT BOAK."—An inquiry, at the instance of the Board of Trade, has been held at Liverpool Police-court into the circumstances attending the abandonment of the barque Robert Boak, on the 4th July last. Mr. Raffles presided, with Admiral Powell and Mr. Quiggan (shipwrights' surveyor) assessors. The Robert Boak was a wooden vessel, built in Nova Scotia in 1864. She had a registered tonnage of 639 tons. The vessel sailed from Cardiff on the 27th March last, but she lay in Penarth Roads for about a week, after which she proceeded on her voyage, having a crew of sixteen men all told. She was bound for Hong Kong, with a cargo of 900 tons of patent fuel. After being out a short time she sprung a leak, which necessitated her putting into Falmouth, where she underwent certain repairs. She again proceeded, and experienced heavy weather from time to time, but on the 3rd July she sprung a very serious leak, and on the 4th it became so serious that the crew requested the captain to make for the nearest port, which was Rio—about 800 miles off. The master was consulting with his officers when a vessel hove in sight, and a signal of distress was hoisted. She turned out to be the Coloma, and Captain Irish went on board of her, and, in order to make sure that the Robert Boak was not in a condition to proceed further, the carpenter of the Coloma was taken on board, and in consequence of what he observed it was deemed advisable to abandon the ship, which was done on that day. At the time there were about eight or eight and a half feet of water in the vessel. The Court was of opinion that the master was justified in leaving his ship, which the Court did not consider was overladen. The captain's certificate was therefore returned.

ORIENTAL BANK CORPORATION.

Incorporated by Royal Charter, August 30, 1861.
PAID-UP CAPITAL, £1,500,000.
RESERVED FUNDS, £500,000.

The Corporation grant Drafts, and negotiate or collect Bills payable at Bombay, Calcutta, Colombo, Foochow, Hong Kong, Kandy, Madras, Mauritius, Melbourne, Point de Galle, Pondicherry, Port Elizabeth, Shanghai, Singapore, Sydney, Tellicherry, and Yokohama on terms which may be ascertained at their Office. They also issue Circular Notes for the use of Travellers by the Overland Route.

They undertake the agency of parties connected with India and the Colonies, the purchase and sale of British and Foreign Securities, the custody of the same, the receipt of Interest, Dividends, Pay, Pensions, &c., and the effecting of remittances between the above-named Dependencies.

They also receive deposits of £100 and upwards for fixed periods, the terms for which may be ascertained on application at their Office.

Office hours, Ten to Three; Saturdays, Ten to Two. Threadneedle-street London, 1875.

COMPTOIR D'ESCOMPTE DE PARIS.

Incorporated by National Decrees of 7th and 8th of March, 1848, and by Imperial Decree of 30th July, 1854, and 31st December, 1866.
Recognised by the International Convention of 30th April, 1863.

CAPITAL, fully paid up, £3,200,000.

Reserved Fund ... £20,000,000 ... £800,000.

HEAD OFFICE—14, Rue Bergère, Paris.

AGENCIES AT—Lyons, Marseilles, Nantes, Mulhouse, Roubaix (France), Brussels (Belgium), Alexandria (Egypt), Calcutta, Bombay, Hong Kong, Shanghai, Saigon (Cochin China), Bourbon (Reunion), and Yokohama (Japan).

LONDON BANKERS.—Bank of England and Union Bank of London.

LONDON AGENCY—144, Leadenhall-street, E.C.

MANAGER—Theod. Dromel.

SUB-MANAGER—H. DUVAL.

The London Agency grants Drafts and Letters of Credit, and purchases or collects Bills payable at the above-named places.

The Agency will conduct Banking business of every description with the Continent, India, China, &c., upon terms to be ascertained at the Office.

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THE AGRA BANK (Limited).

Established in 1833.

CAPITAL, £1,000,000.

Head Office:—NICHOLAS-LANE, LOMBARD-STREET, LONDON.

Branches in Edinburgh, Calcutta, Bombay, Madras, Kurrachee, Agra, Lahore, Shanghai, Hong Kong.

Current accounts are kept at the Head Office on the terms customary with London Bankers, and interest allowed when the credit balance does not fall below £100.

Deposits received for fixed periods on the following terms, viz.—At 5 per cent. per annum, subject to twelve months' notice of withdrawal. For shorter periods deposits will be received on terms to be agreed upon. Bills issued at the current exchange of the day on any of the Branches of the Bank free of extra charge; and approved bills purchased or sent for collection. Sales and purchases effected in British and Foreign Securities, in East India Stock and Loans, and the safe custody of the same undertaken. Interest drawn, and Army, Navy, and Civil Pay and Pensions realised. Every other description of Banking Business and Money Agency, British and Indian, transacted.

J. THOMSON, Chairman.

HONG KONG AND SHANGHAI BANKING CORPORATION.

Capital, \$5,000,000. All paid up.
Reserve Fund, \$1,000,000, at exchange of 4s. 6d.—£22,500.

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MANAGER—D. McLean, Esq., 31, Lombard-street.

BANKERS—London and County Bank.

BRANCHES AND AGENCIES.

Hong Kong	Hankow	Saigon
Shanghai	Yokohama	Singapore
Foochow	Hiogo	Bombay
Ningpo	Manila	Calcutta

The Corporation grant Drafts, and negotiate or collect Bills at any of the Branches or Agencies; also receive Deposits for fixed periods, at rates varying with the period of deposit.

The Corporation issue Letters of Credit and Circular Notes, negotiable in the principal cities of Europe, Asia, and America for the use of travellers.

They open Current Accounts for the convenience of constituents returning from China, Japan, and India.

They also undertake the Agency of constituents connected with the East, and receive for safe custody Indian and other Government Securities, drawing Interest and Dividends on the same as they fall due.

Shareholders having their shares on the London register receive their dividends at the fixed rate of 4s. 6d. per dollar. Dividends are payable in London in April and October, on receipt of the advice of meeting in Hong Kong, held in February and August.

NERVA, MARCHAND, & C^o.

GENERAL COMMISSION MERCHANTS

MILITARY EQUIPMENTS, &c.

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CHINA and JAPAN.—The Directors of the STANDARD LIFE ASSURANCE COMPANY have reduced the rates of premium to be hereafter charged for residence in certain parts of China and Japan, and full particulars as to terms, regulations, and conditions may be had at the offices of the Company.

Local Boards and Agencies in India, China, and all the colonies.

Moderate premiums, at rates suited to each climate.

Immediate reduction to home rates on return to Europe or other temperate climate.

Loans advanced to civilians and military officers.

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83, King William-street, E.C.

JOHN O'HAGAN, Res. Sec., West-end Office

3, Pall-mall East.

Edinburgh ... 3 and 5, George-street.

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1862.

1873.

(No previous knowledge of the business required)

FOR THE MANUFACTURE OF

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Magnesia, and Tonic Waters,

Lemonade, Ginger Beer, Orangeade,

Gingerade, Nectar, Champagne Cider, &c., &c.

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**GLOBE-STOPPERED BOTTLE.**

ONLY PRIZE MEDAL, VIENNA, 1873.

Entirely dispensing with Corks, Wire, String, &c.

Makers of every appliance connected with the business. Illustrated Catalogue of sixty pages, descriptive of all the Soda Water Machinery now in use, with "Advice before Purchasing," forwarded free to any part of the world.

BARNETT, SON, & FOSTER.

23s, FORSTON-STREET, HOXTON,
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THE most delicious SAUCE in the world to CHOPS, STEAKS, FISH, &c. Sold by all Grocers and Oilmen in bottles 6d., 1s., and 2s. each Trade mark—Willow-pattern plate.

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THE BEST IN THE WORLD.—Makes delicious Bread without Yeast; Puddings, Pastry, &c., without Eggs, Butter, or Lard. Bread made with this Powder is much easier to digest, and much more wholesome than that raised with yeast, and a larger quantity is obtained from the same weight of flour. One trial will convince the most sceptical of its superiority over others. Sold by Grocers, Chemists, and Oilmen in 1d. packets; 6d., 1s., 1s. 6d., and 2s. Tins. Prepared by GOODALL, BACKHOUSE, & CO., LEEDS.

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THE BEST AND MOST AGREEABLE TONIC yet introduced. For the relief of Indigestion, General Debility, and Loss of Appetite it is UNVALUABLE. Recommended for its purity by the Food Journal, Arthur Hill Hassall, M.D., Wentworth L. Scott, Esq., F.C.S., F.A.S.L., F.R.S.S.A., &c. Sold by Grocers, Oilmen, and Chemists, in large bottles at 1s. 1s. 1d., 2s., and 2s. 3d. each. Prepared by GOODALL, BACKHOUSE, & CO., LEEDS.

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COMMISSION AGENT
SAN FRANCISCO.

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J. LYONS, Manager.

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In his celebrated TRAVELS IN CHINA, published in 1871, says:—

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BRIET'S GAZOGENE APPARATUS.

Exclusive

Patent.

THE ONLY ONE APPROVED

THE ONLY ONE ADMITTED

BY THE

IN THE

Academy of Medicine.

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With BRIET'S GAZOGENE every one can make in a moment, and at a trifling expense, his own soda water, or other kind of aerated drinks, such as Vichy, sparkling lemonade, wine, &c.



In the principal cities of the world BRIET'S GAZOGENE is on sale at druggists or fancy goods' stores.

Ask for the Trade

Mark stamped on the tap of the Gazogene.

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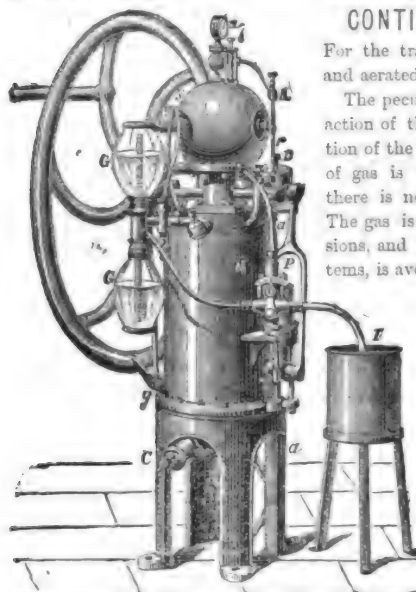
For the trade, to manufacture—wholesale—soda water and aerated drinks. Patented.

The peculiar character of this apparatus is that the action of the pump regulates automatically the distribution of the acid, and consequently the necessary quantity of gas is continued without interruption. Therefore there is no danger in the use of the tap of the acid. The gas is obtained purer in washers of smaller dimensions, and the gasometer, so troublesome in other systems, is avoided.

So simplified, the apparatus is easily and safely managed; all the pieces of which it is composed being joined as one body, take very little space, and are delivered ready for use without any expense of setting.

The conditions of hygiene and economy, as well as the simplicity of this apparatus, have caused it to be exclusively admitted in the laboratory of the central pharmacy of the hospitals of Paris.

The SYPHONS are of first rate crystal, tried with high pressure, and set in English tin, without any mixture of lead.



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DYSENTERY, CHOLERA, FEVER, AGUE, COUGHS, COLDS, &c.

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The Public, therefore, are cautioned against using any other.

REMEDIAL USES AND ACTION.

This INVALUABLE REMEDY produces quiet, refreshing sleep, relieves pain, calms the system, restores the deranged functions, and stimulates healthy action of the secretions of the body, without creating any of those unpleasant results attending the use of opium.

Diseases in which it is found eminently useful—Cholera, Dysentery, Diarrhoea, Colics, Coughs, Asthma, Rheumatism, Neuralgia, Whooping Cough, Cramp, Hysteria, &c.

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Dr. Lowe, Medical Missionary in India reports (Dec. 1865) that in nearly every case of Cholera in which Dr. J. Collis Browne's Chlorodyne was administered the patient recovered.

Extract from *Medical Times*, Jan. 13, 1866.—"Chlorodyne is prescribed by scores of orthodox medical practitioners. Of course it would not thus be singularly popular did it not 'supply a want and fill a place.'"

Extract from the General Board of Health, London, as to its efficacy in Cholera.—"So strongly are we convinced of the immense value of this remedy, that we cannot too forcibly urge the necessity of adopting it in all cases."

Beware of spurious and dangerous compounds sold as CHLORODYNE, from which frequent fatal results have followed.

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TO strengthen children or persons weak in the Chest or the Stomach, or affected with Chlorosis or Anæmia, the best and most pleasant breakfast is the **RACAHOUT DES ARABES**, a nutritive and fortifying food. Prepared by DELANGENIER, Rue Richelieu, 26, Paris (beware of counterfeits). Depots at all Chemists abroad.

QUENTIN'S VANILLA.

The most pleasant purgative. May be taken in tea water, wine, or other liquid. Recommended by the medical profession.

VERMIFUGE VANILLA.

An infallible specific against worms.

QUENTIN, Chemist,

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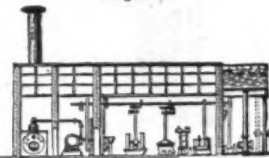
Agencies in the Far East:—Shanghai: The Shanghai Dispensary. Hong Kong: Mr. Watson. Singapore: The Singapore Dispensary. Saigon: M. Cardy. Orders through the China and Japan Agency.

Fig. 154.




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IMPROVED CORN-
ISH BOILERS WITH
DOUBLE FLUES.

These boilers are simple and compact. They are proved by hydraulic power to double the working pressure, are got up with the greatest care, and none but first class materials are used in their construction. Estimates given for any size or shape of boiler.



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 Worked by the supply from a tank at the top of the building, or from main pipe of any water company's supply. Well adapted for lowering wine, or other produce, into or up from cellars, or may be modified for lowering bankers' and jewellers' safes into the strong rooms. The waste water runs into the sewer.

GWYNNE & Co.'s IMPROVED PORTABLE STEAM ENGINE.
Light, simple in construction, durable, and economical, and very superior to "Agricultural Engines."
From 2½ to 30-horse power.



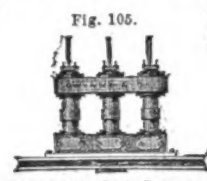
**GWYNNE & Co.'s IMPROVED MACHINES
FOR PRESSING OIL FROM SEED, OLIVES
& FAT, &c., &c.**

The above shows an arrangement for a seed of mill, and comprises, besides the requisite motor power, a crushing mill, pair of runners, heating apparatus, hydraulic press, and pumps. A Centrifugal Pump is added to lift water or any purging required.

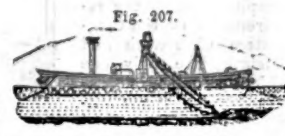


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Of greatly improved construction. The figure represents those most frequently used but the form and number vary much with the nature of the soil, and size of the bore hole.

GWINNE & CO.'S PATENT PORTABLE PUMPING ENGINE AND FLOATING IRRIGATOR
In which the Pumps are furnished with hose for distributing the water.



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TREBLE BARREL LIFT AND
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GWYNNE & Co.'s IMPROVED DREDGING MACHINERY.
The boat can be constructed so as to draw only

18 inches of water, if required. The machinery is extremely simple, yet thoroughly effective, the workmanship and materials are of the first class, and the amount of work it will do, compared with the cost, most favourable.

TWENTY PRIZE MEDALS AWARDED TO THIS MACHINERY IN ALL THE CHIEF CITIES OF THE WORLD.

ROWATT'S PATENT ANUCAPNIC LAMP,
FLAT WICK, FOUR SIZES;
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Are the only Lamps yet made to burn the above Oils without Chimney, Smoke, or Smell.
They are easily trimmed, NEVER GET OUT OF ORDER, and save great annoyance, trouble, and expense of Chimneys breaking. They are easily managed, simple in construction, and inexpensive.

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JOHNSTON'S

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CORN FLOUR

IS THE BEST.

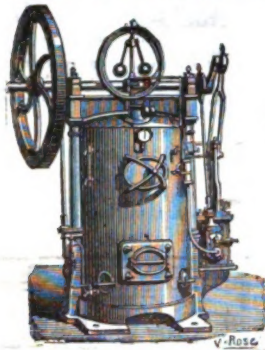
Ask for JOHNSTON'S CORN FLOUR, and take
no other; it is the Best.

As an invaluable article of Food, CORN FLOUR was first made universally popular through the efforts and agency of J. & G. JOHNSTON.

Being perfectly pure, it keeps sweet in any climate, and is not liable to ferment. For export it is packed specially with great care, and is supplied through Merchants for every Market in the World.

SPECIAL MANUFACTURE OF VERTICAL STEAM ENGINES, Pumps with Plunge Pistons moved by Vertical Steam Engines.

Vertical Engines from 1 to 20-horse power. Boilers with tubes. Important saving guaranteed.



GOLD MEDAL

AT THE
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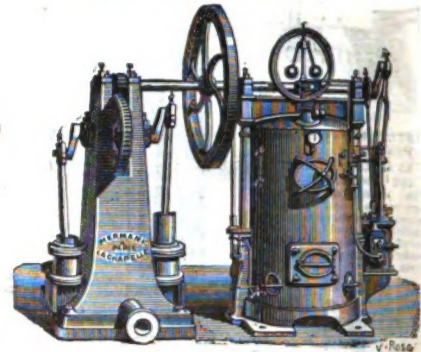
ALTONA and SANTIAGO, 1869.

DIPLOMA OF HONOUR,
GOLD MEDAL, & LARGE GOLD MEDAL

AT THE
EXHIBITIONS OF

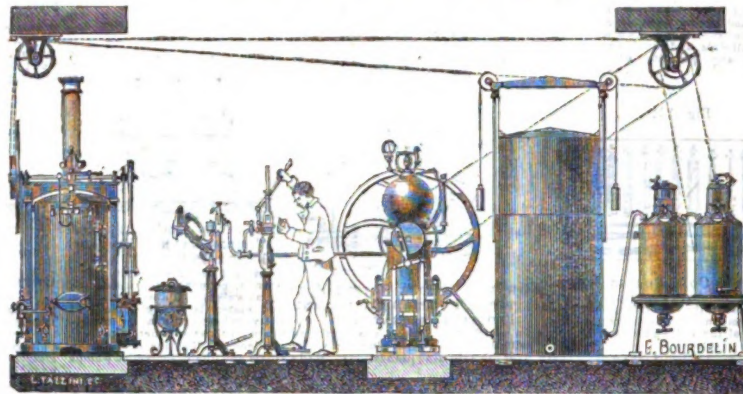
LYONS and MOSCOW, 1872.
MEDAL OF IMPROVEMENT
(EQUAL TO THE LARGE GOLD MEDAL)
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Pumps with plunge piston, moved by Vertical Steam Engines for irrigation and drainage.



CONTINUOUS APPARATUS for manufacturing Gaseous Drinks of all sorts (worked by a Steam Engine).

This apparatus, with mechanical compression and continuous action, is able to produce from 25 to 10,000 bottles of all kinds of aerated drinks per day. It is the only one which complies with all the requirements of the Committees of Health and Safety. The only one which has undergone, before leaving the workshops, the proofs required for any apparatus which has to work at high pressure. The only one adapted to working this branch of industry practically.



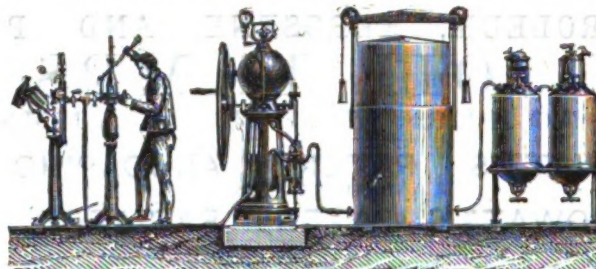
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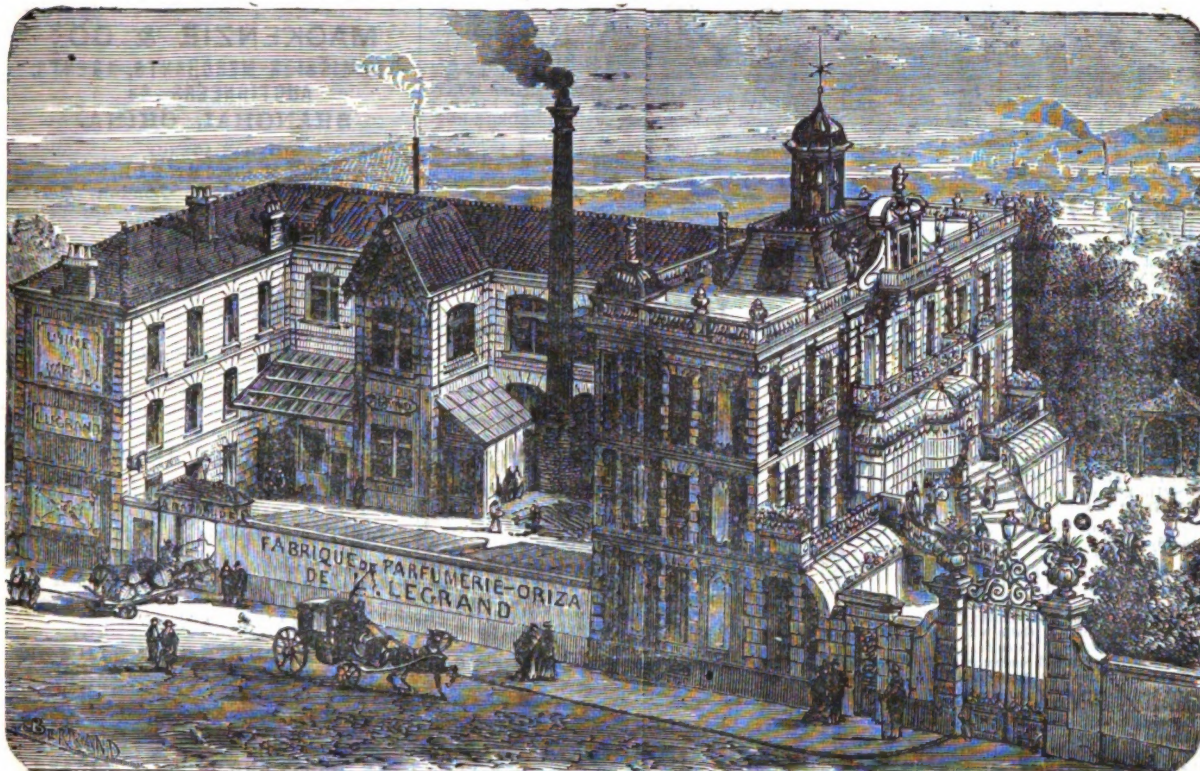
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ORIZA ACIDULINE. Toilet vinegar, aromatic, and disinfectant, specially adapted for ladies' toilets.

ORIZA BRILLANTINE. Crystallised, violet perfumed, giving brilliancy to the hair and beard. In cases.

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ORIZA DENTIFRICE. An elixir for preserving the teeth and gums in good health, and preventing decay. Bottles in cases.

ORIZA DENTAIRE. A new paste for whitening the teeth without affecting the enamel.

ORIZA DENTAIRE. A powder for cleansing and whitening the teeth without injuring the enamel.

ORIZA BLANC. A harmless liquid paint for rendering the complexion white and brilliant.

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The bottle only, without accessories.

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...	Tons	H.p.
*Poonah ...	3,130	550	Sept. 23	Mediterranean, Aden, Ceylon, Madras, Calcutta, Straits, China, Japan, and Australia.
Deccan ...	3,429	550	Sept. 30	Mediterranean, Aden, Bombay.
*Hydaspes ...	2,984	450	Oct. 7	Mediterranean, Aden, Ceylon, Madras, Calcutta, Straits, China, and Japan.
Venetia ...	2,726	450	Oct. 14	Mediterranean, Aden, Bombay.
*Pekin ...	3,777	600	Oct. 21	Mediterranean, Aden, Ceylon, Madras, Calcutta, Straits, China, Japan, and Australia.
Cathay ...	2,982	500	Oct. 28	Mediterranean, Aden, Bombay.

* Taking passengers for Bombay also by branch steamer from Suez.

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and SUEZ CANAL.—Under contract for the conveyance of the Mails to the Mediterranean, India, China, Japan, and Australia.

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Hoogly ...	Sept. 26	For { Naples, Port Said, Aden, Galle, Singapore, Batavia, Saigon, Hong Kong, Shanghai, and Yokohama.
Imoudy ...	Oct. 10	
Sindh ...	Oct. 24	
Mei Kong ...	Nov. 7	
Amazon ...	Nov. 21	
Anadyr ...	Dec. 5	

The Steamers of the 10th October, 7th November, and 5th December connect at Galle with the Steamers for Pondicherry, Madras, and Calcutta.

The Steamers of the 26th September, 24th October, and 21st November connect at Aden with the Steamers for Réunion and Mauritius.

For Alexandria and Naples ... Every Thursday (noon)
" Constantinople ... " " Saturday, 5 P.M.
" Algiers ... " " "

The Company's Weekly Steamers to Alexandria connect at Alexandria with the English Mail Steamers from Brindisi to Bombay.

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* Passengers eastward of Suez securing their Berths in London are entitled to the conveyance of their luggage free to Marseilles.

GLEN LINE OF INDIA, CHINA, AND JAPAN STEAM-SHIPS.—The undernamed powerful Clyde-built BOATS, specially adapted for the India, China, and Japan trade, are intended to be despatched on their advertised dates for SINGAPORE, HONG KONG, and SHANGHAI, taking goods at through rates for SAIGON, YOKOHAMA, NAGASAKI, and HOGO:—

Steamers.	Class.	Tons.	Horse-power.	Date of Sailing.
Glenlyle ...	100 A1	1,676	300	Sept. —
Glenroy ...	100 A1	2,131	350	To follow
Glenlyon ...	100 A1	2,119	275	To follow
Glenartney ...	100 A1	2,016	330	To follow
Glenearn ...	100 A1	2,130	330	To follow
Glenfalloch ...	100 A1	2,126	275	To follow
Glenfinlas ...	100 A1	2,130	330	To follow
Glenegles ...	100 A1	2,130	300	New boat

For terms of Freight and Passage apply to McGEEGOR, Gow, and Co., No. 1, East India-avenue, London.

GELLATLY, HANKEY, and SEWELL, and CO., will despatch the following high classed SCREW STEAMSHIPS as under:—

Ports.	Ship.	Class.	Tons.	Dock.	Sailing.
Pen., Sing.					
Hg. K., and					
Genoa ...	100 A1	3026	V.L.D.	Oct. 10	
		1900	V.L.D.	Oct. 25	

For Freight or Passage, apply to GELLATLY, HANKEY, SEWELL, and Co., 1, Fenwick-street, Liverpool; Bridge-water-buildings, Albert-square, Manchester; 51, Pall-mall, S.W., and 109, Leadenhall-street, London, E.C.

SHORT SEA ROUTE to AUSTRALIA, for First-class passengers only, via Marseilles and Singapore, by STEAMERS of the EASTERN and AUSTRALIAN MAIL STEAM COMPANY (Limited), under Postal Contract with the Queensland Government, leaving every four weeks.

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SHAW, WILLIAMS, and CO

will despatch the following high class vessels as under:—

Ports.	Ship.	Class.	Tons.	Dock.	Sailing.
Hong Kong	Carricks ...	A1 14 yr.	—	—	With des
Hong Kong	Belted Will	A1 15 yr.	812	S.W.I.	With des

For Freight or Passage apply to SHAW, WILLIAMS, and Co., 9, Fenchurch-street, E.C.

Steam via the Suez Canal.

TO PENANG, SINGAPORE, HONG KONG, YOKOHAMA, and HOGO, taking cargo for transhipment to Java, Australia, &c., at through rates at shippers' risk, last shipping day 25th Sept.: the favourite full-powered screw steamer MONTGOMERYSHIRE, 100 A1, 1,751 tons gross, 1,146 tons net register, 200-horse power nominal; GEORGE BUTLIN, Commander; South West India Dock. This magnificent steamer, built on the Clyde in 1873, has proved herself well adapted for the China trade. She has elegant and spacious accommodation for saloon passengers replete with every comfort.

For Freight or Passage apply to the Owners, D. J. JENKINS and Co., 17, Limn-street, E.C.; or to NORRIS and JOYNER, 126, Bishopsgate-street Within, E.C. (corner of Cornhill).

ROBERTSON and CO'S INDIA, CHINA, and JAVA LINES of STEAM and SAILING SHIPS:—

Port.	Ship.	Class.	Dock.	To sail.
Pen., Sing.				
Hg. K., and				
Shanghai ...	Galatea s.s.	AA1 190	S.W.I.D.	Sept. 23
Yoko. & Higo.	Tamesa	AA1 16yr	S.W.I.D.	With des.

Apply at 5, Newman's-court, Cornhill, London, E.C.

PASSENGERS TO CHINA AND STRAITS PORTS will find the accommodation of the screw steamer GALATEA, classed 100 A 1, very superior and comfortable. She sails from London positively on the 23rd Sept. from the South West India Dock.

Apply, ROBERTSON and Co., 5, Newman's-court, Cornhill, E.C.

Steam via the Suez Canal, to follow the s.s. VENICE.

FOR YOKOHAMA and HIGO calling at PENANG, SINGAPORE, and HONG KONG, the splendid screw steamship, BENGAL, 1,303 tons register, 2,036 tons gross register, 275 h. p. nominal, 1,375 h. p. nominal, 1,375 h. p. effective; A. DOUGLAS, Commander; Victoria Docks. This fine steamer has just discharged a cargo of new season's tea from Hankow insinipid order, making one of the fastest passages of the season.

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FOR Tanjong Pagar, SINGAPORE.—The following VESSELS are now on the berth in LONDON.

	Tons.	Brokers.	To Sail.
Galatea, s.s.	1,290	Robertson & Co.	Sept. 24
Motgomeryshire, s.s.	1,751	Norris & Joyner	Sept. 25
Cawdor Castle, s.s.	2,173	Thos. Skinner & Co.	Oct. —

LIVERPOOL.

Achilles, s.s.	1,550	Alfred Holt	Sept. 18
Glaucous, s.s.	1,604	"	Sept. 27

Scale of wharf and dock charges may be had on application to the Company's London Agents, Messrs. MAC-TAGGART, TIDMAN, and Co., 34, Leadenhall-street, E.C.

With quick despatch.

FOR YOKOHAMA and HIGO, the well-known China clipper BANDA, A1 13 years 481 tons register; Commander; West India Docks. This fine vessel is confidently recommended to shippers, and has excellent accommodation for passengers.

For Freight or Passage apply to J. D. WILLIS and Co., 115, Leadenhall-street, London, E.C.

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WALL LIGHTS AND LUSTRES FOR CHANDELIERS IN BRONZE AND ORMOLU KEROSENE, MODERATOR, AND OTHER LAMPS FOR INDIA AND HOME USE. TABLE CLASS OF ALL KINDS. ORNAMENTAL GLASS, ENGLISH AND FOREIGN

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THE LONDON AND CHINA TELEGRAPH.

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